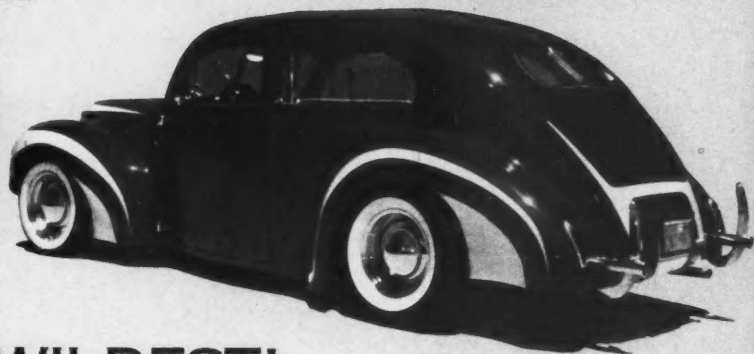
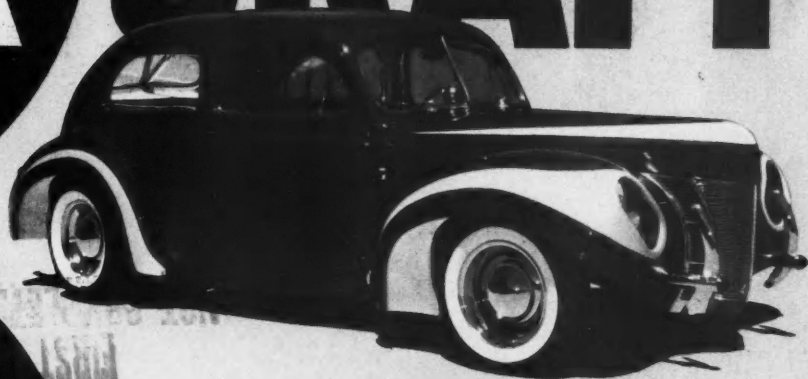


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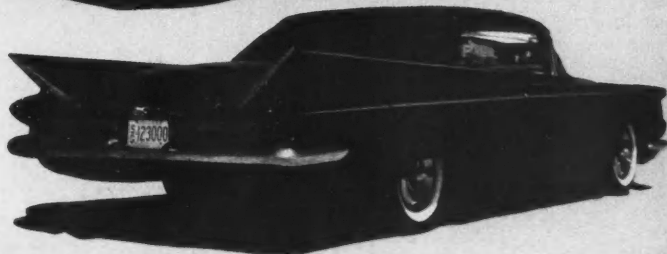
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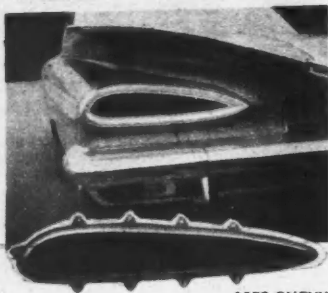
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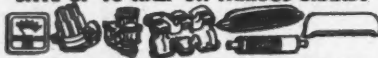
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SPEAKING

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the editor



ALMOST ALL AUTOMOTIVE publications, at one time or another, have taken a run at creating the wildest — ROD! Next month we take ours and I can assure you that you have never seen a 'dream-rod' the likes of which you will find within the pages of CAR CRAFT comes the April issue. The guy responsible for the most part is our staff stylist and artist Larry Evans, who can be seen above running through a few preliminary sketches with yours truly. Larry's assignment (one of those easy kind) was to 'simply design the most fantastic combination street, show, competition rod that he could conceive yet retain the nostalgic flavor that is classic with early roadster conception. In rodding jargon this meant—take a '24 model 'T' bucket and send it into orbit! Strange, but that just about describes Larry's finished model with its space-styled appearance. Items like a sculptured all-fiberglass body, special racing wheels and suspension, swivel seats, fins, hi-fi are just a few teasing innovations to be found on this dazzling futuristic hybrid. I doubt if you'll have any trouble in finding it on your newsstand next month for we were so impressed with the final color renderings of the 'dream-rod' that we spread it all over the front cover—knowing that there is a little dreamer in all of us.

While on the subject of the forthcoming April issue I might mention another feature that will interest many of you, especially you karting fans. It's an exclusive report regarding England's answer to the U.S. karting craze. The

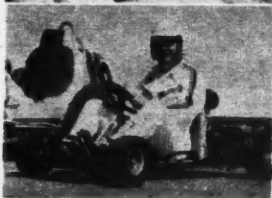
answer, in short, is a karting craze all their own. And one, I might add, that is closely related to our activity. In the last year karting has experienced a tremendous growth within the United Kingdom. It has been given further impetus with some forty domestic manufacturers. The first karting Grand Prix was held last November under the auspices of the Royal Automobile Club. The event was highly successful with spectators numbering in the thousands. About the only difference between state-side competition and that on British soil is that the English specs allow the use of transmissions as compared to the U.S. restriction of no gear boxes. This is largely due to the fact that the small industrial engines, so readily available in the U.S., are not to be had in great quantity in England so they have turned to their small lightweight motorcycle engines which are equipped with three and four speed transmissions. Their racing classifications and divisions are categorized very simply. Two divisions are employed; one displaces up to a maximum of 100 c.c. (6 cu. in.), while the other allows 200 c.c. (12 cu. in.). These divisions are further divided into those that participate with transmissions and those that drive direct from the engine. Needless to say, the English are great cog-slammer, with the transmission division naturally being the more popular of the two. Most of their road race courses are regarded as being very tight whereby more emphasis is placed on driving skill rather than on all-out speeds. Full details will appear in the next issue—see you then. — Dick Day

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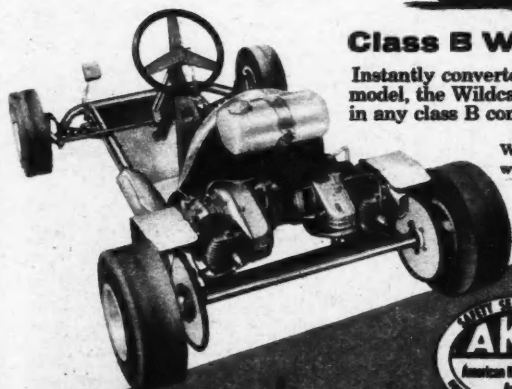
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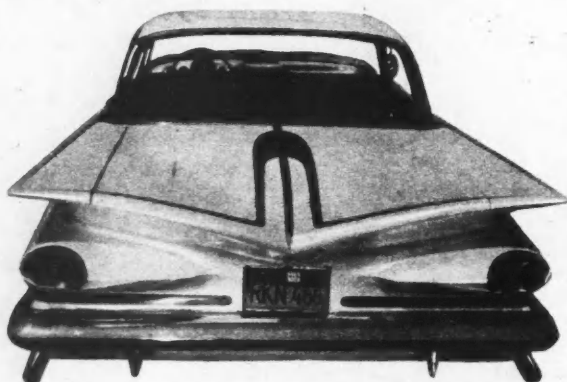
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COVER

A nice montage of restyled automobiles, spotlighting the Corpora Chevy, the Cunningham Ford, the Starbird Buick, the Mayfield and Pearson Chevs. For further views and information, see inside pages.
— Anschochromes by Barris, Starbird, Faraone

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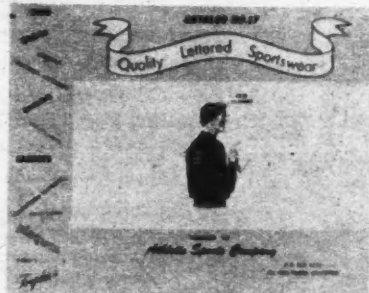
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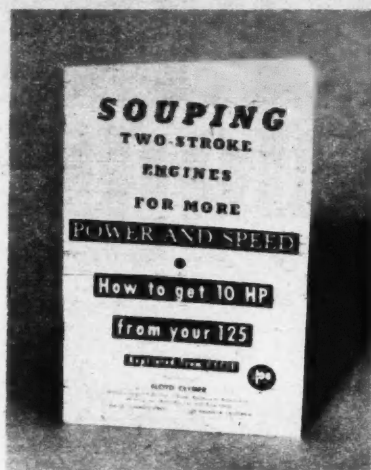
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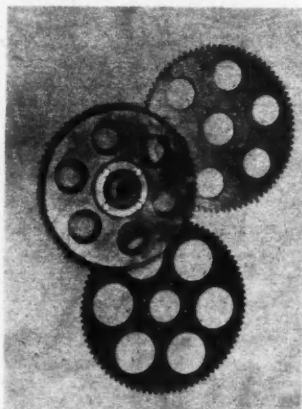
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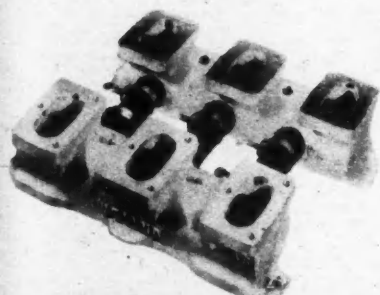
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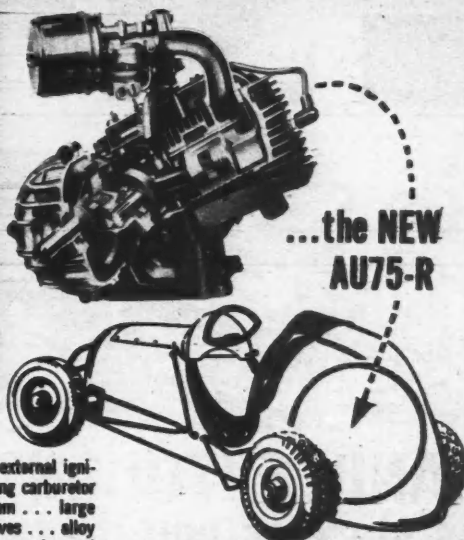


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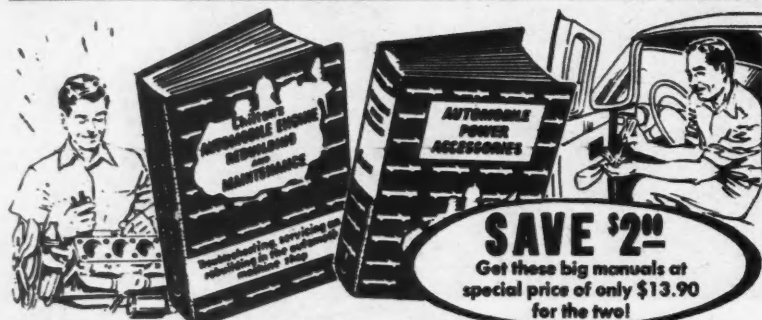
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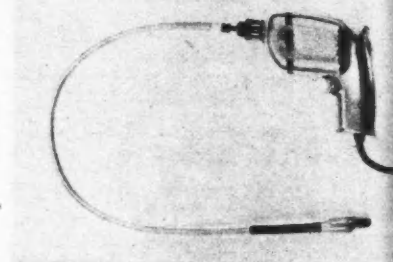
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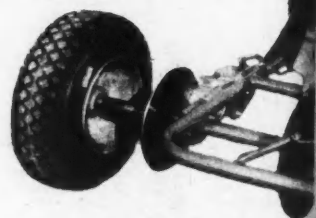
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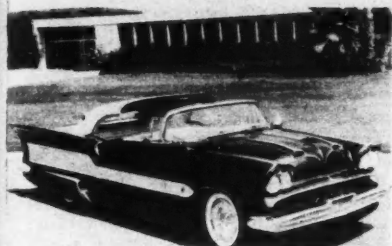
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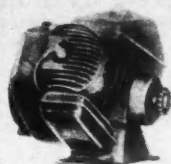
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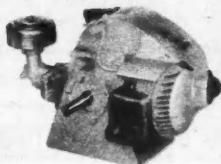
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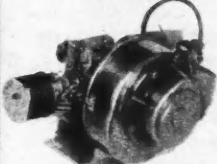
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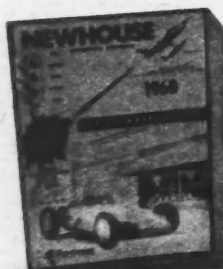
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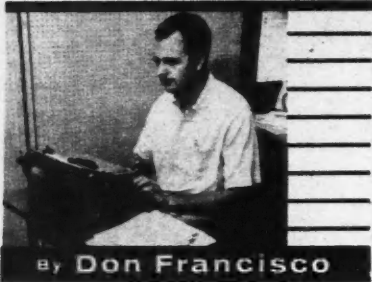
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WHAT'S YOUR PROBLEM?



ONE OF THE HOTTER SETUPS

Dear Don:

Recently I installed a rebuilt engine in my '53 Ford V8. The engine has run 12,000 miles now but it overheats and I can't keep water in it. On a cool day it stays at about 160 degrees but on a hot day—70 to 90 degrees or so—it runs from 180 degrees to boiling. I've had it in several radiator shops and Ford garages but to my disgust they haven't solved a thing. It seems that if a car doesn't have a dirty radiator or block these muttonheads are lost.

I installed the engine myself and listed herein are some things that may help you. The engine came with heads installed so I took for granted that the gaskets were factory-fresh and O.K. I used the old oil pump, distributor, fuel pump, carburetor, generator, fan belt, crank pulley, and all the rest of the things that don't come with a short block. The old engine overheated the same way so I changed the radiator, thinking that would end the trouble but it didn't. Installed later were a rebuilt transmission, clutch assembly, and throw-out bearing.

While driving around town the engine runs about 180 degrees but with any more than an hour's driving it starts to run hot.

Here are a few thing I've tried and done—and haven't done. Ignition timing is O.K. Distributor is old but it hasn't given me any trouble that I know of. Fan blade pitch, I don't know. I can't find any bends or wrinkles on the blades. Timing gear is a little noisy but I think that's customary with this model Ford. The car has twin pipes—no sharp bends in

them, though. Mufflers are glass packs, old but still o.k., I guess. Brakes don't drag, or don't seem to. Radiator hoses are all new. Heater radiator is old, dirty, I suspect. Fan belt is tight, water pumps are new. I've tried two sets of thermostats, both 160's I use 10-20W oil. Oil pressure is high under power; idling it holds half gauge. Water seems to have a good fast flow under power.

Engine starts good, although lately it seems that it takes a few minutes to smooth out in the morning. This could be bad plugs and points both have at least 3,000 miles on them.

So what now? Could it be a bad block? The engine runs good, no pecks or knocks.

I am at wits-end with the darn thing. I can't afford to tear it down for inspection because I drive it to work, and I can't afford to stick it in any more garages because they don't have any real mechanics here, none that I know of anyway. If you can unscramble this mess, I'll be in your debt.

—Robert Stanley
Kansas City, Mo.

You stated your problem pretty thoroughly, Robert, but one additional bit of information that would have been of help is where the water from the cooling system is leaving the engine. Because you didn't state otherwise we'll assume that it is leaving the cooling system by means of the overflow tube on the radiator rather than by way of the cylinders and the exhaust pipe or by entering the crankcase and contaminating the lubricating oil.

Water that leaves a radiator by means of the overflow tube must be forced out of the radiator by pressure. This pressure can be created by steam, which results when the water boils, or by compression and combustion pressures that originate in the engine's cylinders and enter the cooling system by means of defects in the cylinder block, cylinder heads, or head gaskets. Several things can cause boiling that leads to water loss, but combustion and compression pressures cause water loss and then boiling. Fill the radiator and then check it from time to time during normal driving to determine whether boiling occurs before the loss of water or vice versa.

The fact that you had the same trouble with the original engine would indicate that the problem is not in the block assembly itself. However, such a coincidence is not impossible. One of the first things I would check would be the vacuum advance diaphragm on the ignition distributor. This can be checked with an ordinary timing light. Connect the light to the number 1 spark plug in the normal manner, but do not disconnect the vacuum line that connects the diaphragm to the carburetor. With the light focused on the crankshaft pulley, open and close the throttle to run the engine speed up and down. The mark on the pulley should be approximately in line with the pointer on the timing gear cover when the engine is idling, but it should move

a considerable distance clockwise from the pointer when the throttle is opened. If the mark does not move at medium to high engine speeds, there is something wrong with the diaphragm or its vacuum line or fittings and the engine is running with retarded spark timing at all speeds. This would cause the engine to be sluggish and probably to overheat.

Check the vacuum line to determine whether it is open by disconnecting it from the diaphragm and then accelerating the engine. It should be possible for a slight vacuum to be felt at the open end of the line when the engine is accelerated. If vacuum cannot be felt, disconnect the line and its fittings from the carburetor and check them and the port in the carburetor for stoppage. If vacuum can be felt at the end of the line, there is probably a hole in the diaphragm. Replace the diaphragm assembly with a new one and repeat the check with the timing light to be sure the timing is advancing as it should when the engine is accelerated.

HE KNOWS WHEN HIS BRAKES ARE ON

Dear Don:

For some time now the lights on my car's instrument panel have been lighting up whenever I apply the brakes. I've checked all the wiring and everything else I can think of but I haven't been able to find the trouble.

Have you ever run across anything like this?

—Gene Walker
Omaha, Nebraska

Although you didn't say what kind of a car you have I'd suggest you try changing your car's stop light bulbs. It's possible in some cars for a bulb that has both stoplight and taillight filaments to become defective in such a manner that current that flows to the stoplight filament when pressure is exerted on the brake pedal also flows into the taillight filament. In these cars the instrument panel lights and the taillights are on the same circuit; therefore, current that reaches the taillight filament also reaches the instrument panel lights.

SIX TO TWELVE VOLTS AGAIN

Dear Don:

I have a 1950 Ford that has a flat-head engine and a 6-volt electrical system.

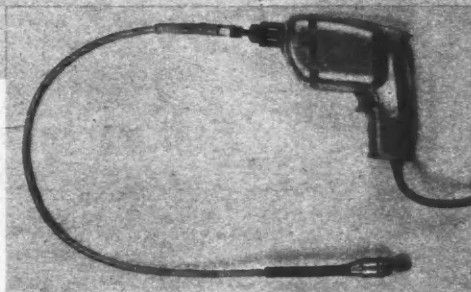
I want to install a 283 cubic inch 1957 Chevrolet engine that has a 12-volt electrical system in the car. What part of the 6-volt system would I have to change in order to convert the car to a 12-volt system?

—George W. Dunfold

I suggest you obtain a June 1957, Car Craft magazine. Complete instructions for converting a car from 6 to 12 volts are contained in an article in that issue.

MARCH, 1960

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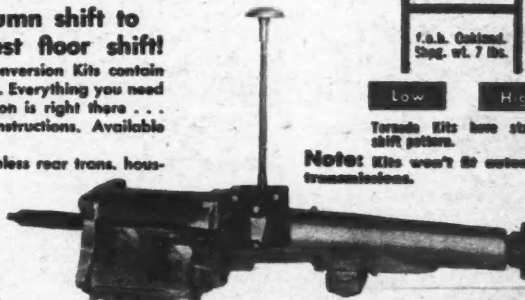
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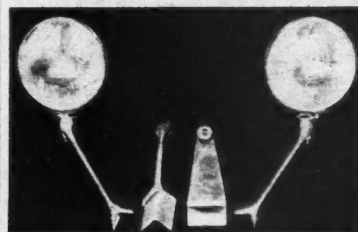
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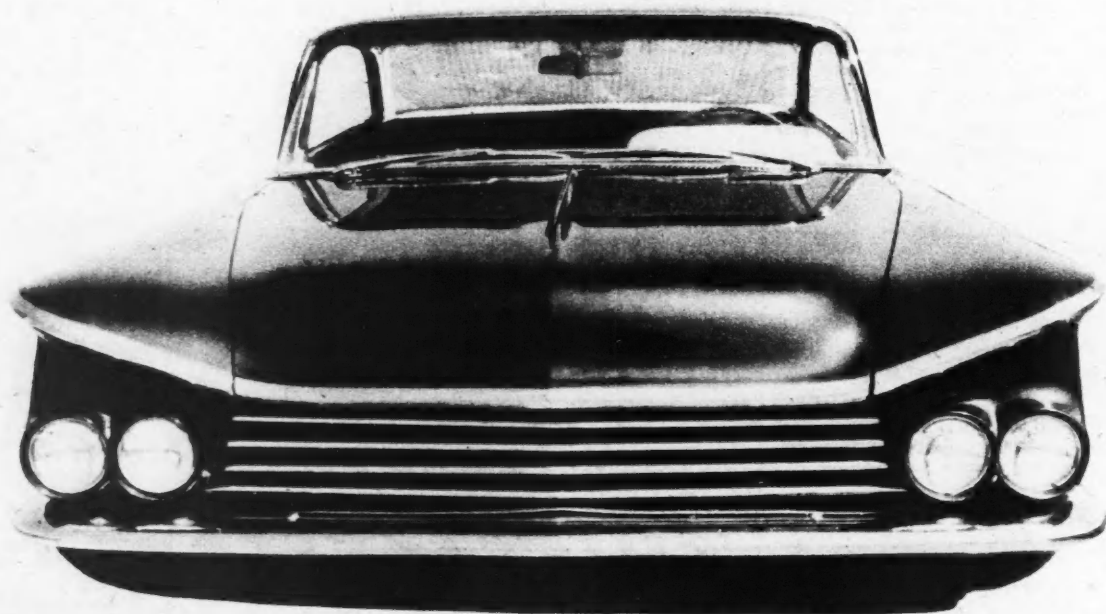
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TOP '59

Once-over-lightly is customizer's theme with trim new models

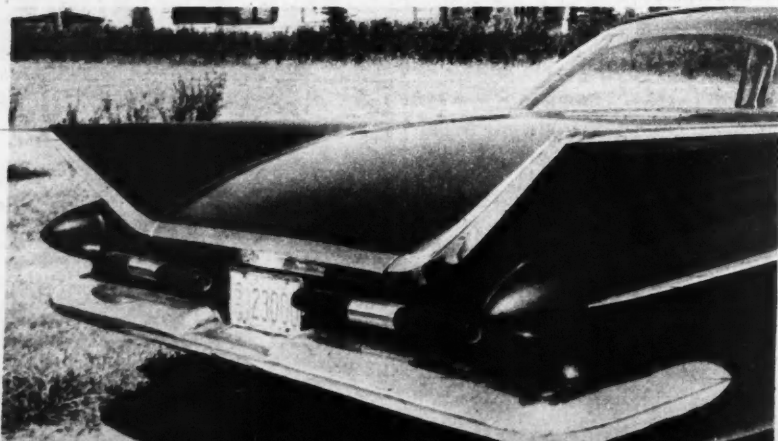


Noted Kansas customizer Darryl Starbird drives this '59 Buick with handmade tubular grille in the molded cavity. Frenched headlights are '58 Merc assemblies mounted in new lower horizontal position. Unnecessary trim is removed, pan rolled.

Oriental Blue lacquered Buick is sleek appearing with hand-formed plastic taillights, reworked rear fenders ending in spherical shape. Starbird performed all customizing, lowered car 5" front, 4" in rear at his Star Kustom Shop, Wichita, Kansas.

Photos by Darryl Starbird

Detail shot gives better view of bullet shaped rear fender; taillights are of plastic, have chrome center dividers. Doors and trunk are electrically controlled. Interior is upholstered in Naugahyde material, and carried out in Silver Gray and white pleated/rolled motif.



CUSTOMS



Probably the most popular '59 model for customizing is the Chevy. This Impala is owned by Bob Mayfield of Bakersfield, California. It was restyled by Walker's Custom Shop by use of tubular grille, trim removal and side pipes.

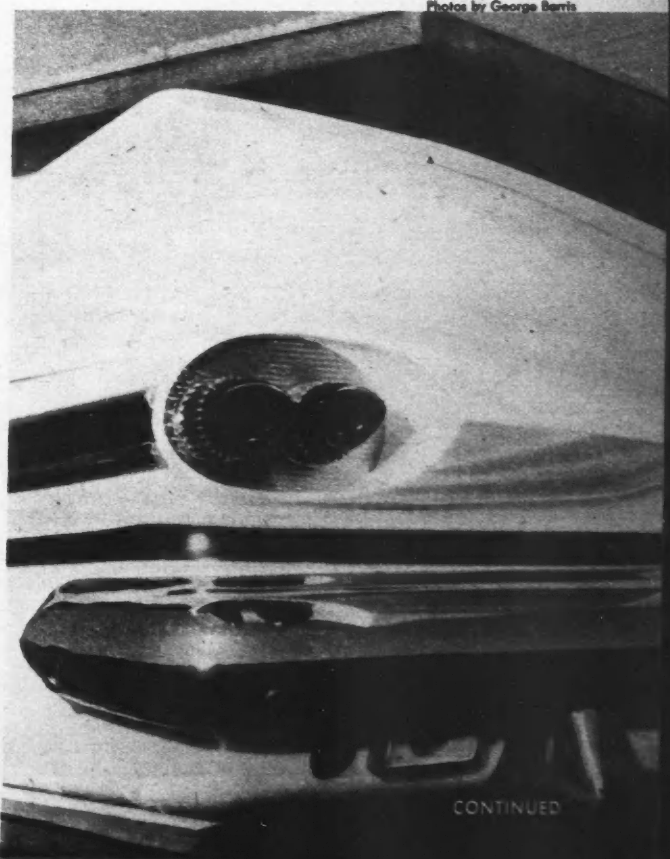


Striking scallop job was applied by Larry Watson over an exterior color of Pearl. Cut coils in front and rear lower the Chev a total of 4 inches for even sleeker appeal. Doors are electric. Side chrome trim is extended to run the full length of car. Note popular lakes pipes, rear exhaust pipes.

Rear fenders are capped with beautiful taillight installation which utilizes the '59 Cadillac bullet-shaped lenses mounted upon an oval backing of fluted chromed steel. The entire assembly is framed by a molded 'flare' panel which completely covers attaching plate for original lights.

MARCH, 1960

Photos by George Barris



CONTINUED



Jim Cirovella's '59 Chevy features a wild scallop paint job ably applied by Dick's Body Shop in Long Beach, California, Cirovella's hometown. Dick's establishment also performed customizing chrome removal, extending side trim.



LEFT: A popular taillight combination is seen on this Chev. The stock lens frame is retained, but a flat sheet of red plastic is inserted within its chrome borders. For an added appeal, '59 Caddy lenses, small chrome bullets are used.

Forward portion of car is practically stock. A '54 Chevy grille bar is installed in the shell with several extra teeth. Many accessory items include dual spotlights and late Dodge Lancer wheel covers which are employed to full advantage.

Photos by George Barris





Norman Wesp's '59 Chevy from Anoka, Minnesota, was customized by Barris Kustom Shop, Lynwood, Calif., Kandy Red, it features extended side trim, electrically operated trunk, frenched license housing in rear, mild lowering job.

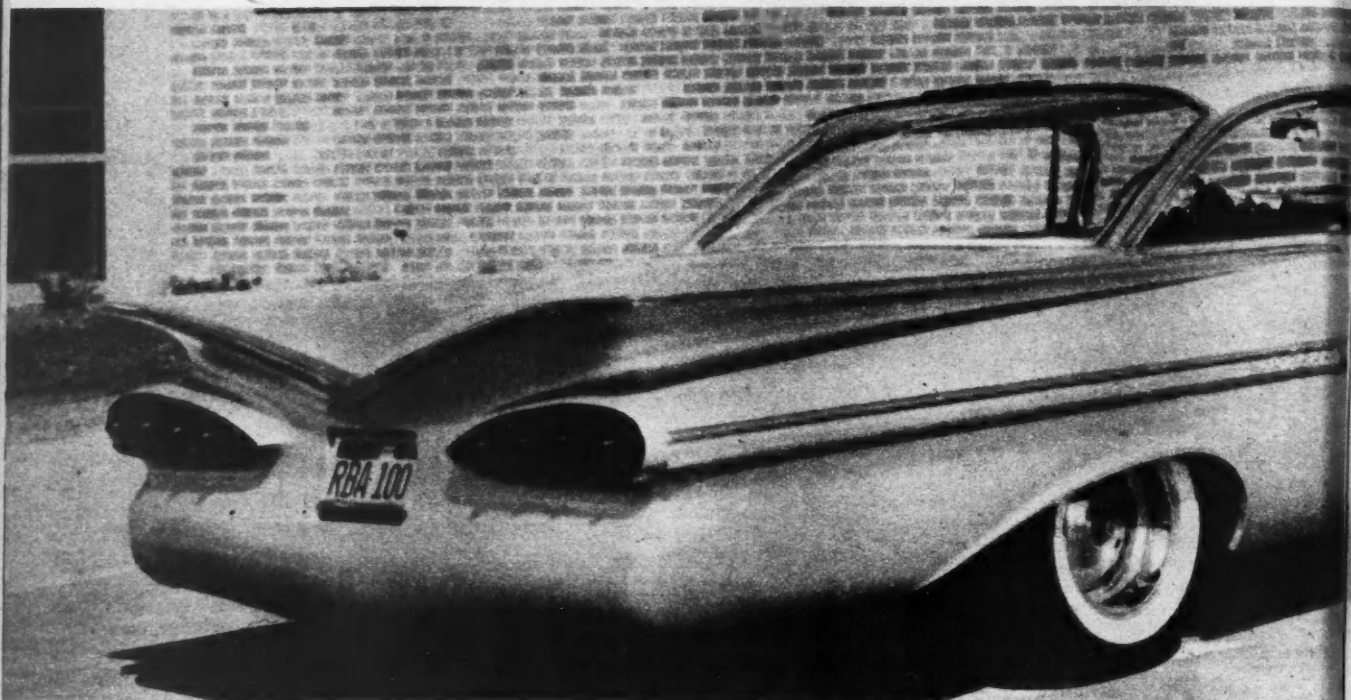
BELOW: It seems that the taillights are the first to be given the custom treatment. This Chev boasts a molded light assembly having used lenses pirated from a '57 DeSoto station wagon. The installation mount is extended to four inches at the rear and molded to body.

Photos by George Barris



Frontal face-lifting is clean and neat; stock grille is removed and replaced by a '54 Chevrolet center bar with a total of 21 vertical teeth. The bar blends well with quad headlights. Notice that the dual fender aircoops are filled-in solid.

TOP '59 CUSTOMS CONTINUED



A standout attraction at car shows is Roxy Pearson's modified '59 Chevrolet. Wards Body Shop in Alameda, Calif., near his home in Oakland, takes the credit for metalwork. Exterior color is Platinum Pearl, car is lowered 3 inches.

Pearson's Chev spotlights a rapidly growing feature — rolled pan on a late model car. Bumper is removed and discarded. Metalwork is rolled under rear pan, around the two corners. Taillights are four '58 Chevs, four '59 Cads.





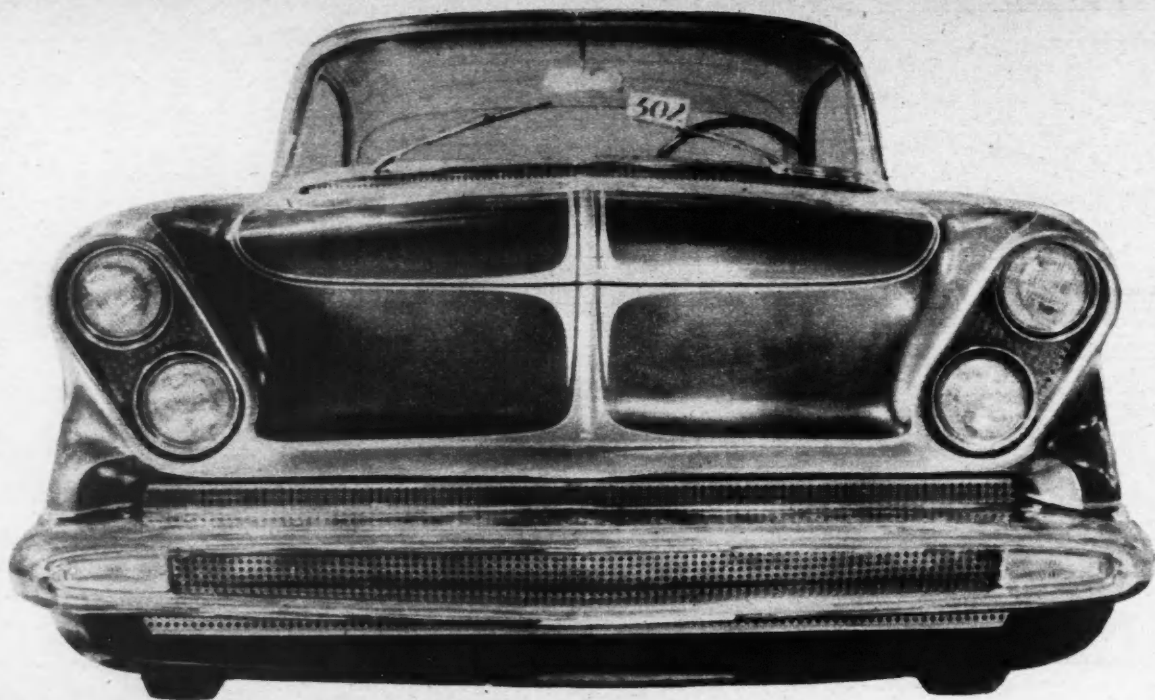
Photos by Frank Faraone



The front pan is rolled, grille shell reworked and molded. Grille assembly is specially made tubular unit. Headlights are canted, in reworked fenders; shades add to style.

Neatly upholstered trunk compartment compliments Chevy, aids in point total at shows. Rugs are trimmed in white; tools and emergency equipment carefully arranged. Upholstered by George's Trim Shop, Alameda.

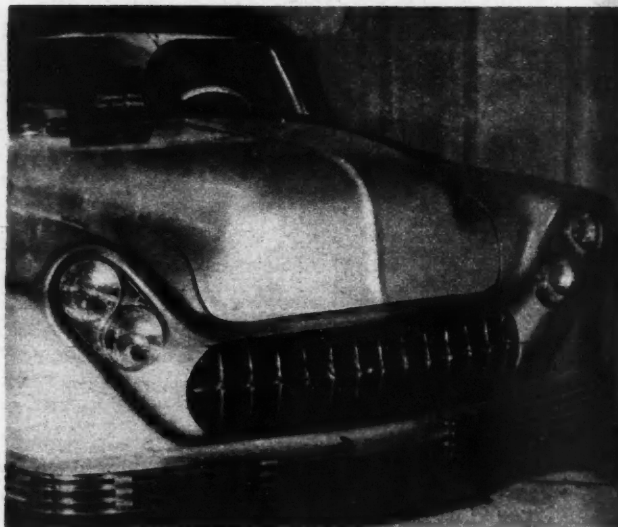




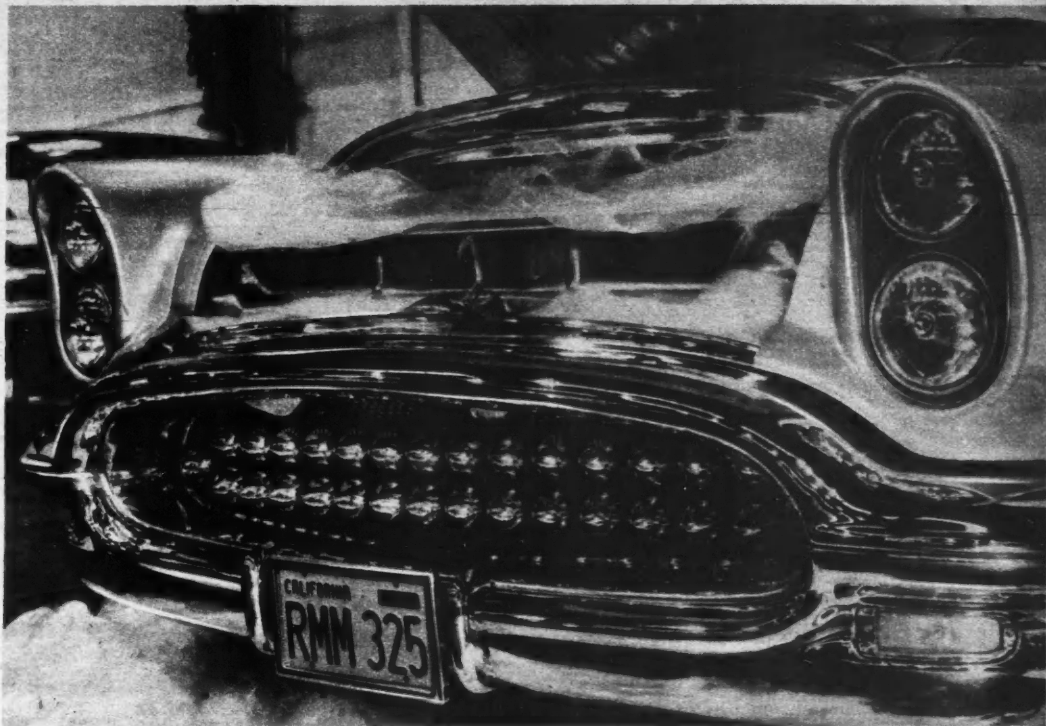
EYES FRONT

ONE OF THE MAJOR focal points regarding the appearance of any car is the grille. And when you are giving a custom car the once over for styling merits it becomes the *most!* Grilles can make or break a restyled car from the first glance. If it leaves you cold or with the feeling of being only half done, the entire car and its creative metal work seems to fall apart and lose interest. Grille innovations must be given much more than only first thoughts. Today they must blend with other surrounding components such as a novel quad headlight setting, bumper modifications, or an altered hood line. True, customizers are currently originating some pretty strange applications for custom grille restyling, but be that as it may, the ideas have come off very well and in many cases doesn't end up breaking the pocketbook. Within the next four pages we have pictured many of these latest grille fads from mild to wild.

Bumper-grille combinations seen above still retain supreme popularity with customizers. The most expensive of all grille innovations, they many times integrate headlight settings as shown. Grille is comprised of '57 DeSoto bumper/grille bar, '53 Stude grille pans and a backdrop of expanded metal.



Headlight-grille combinations, another popular setting for solidified styling. Large diameter tubing borders arrangement which make Corvette grille assembly. Note bumpers.



Bullets are the latest fad to catch on concerning grille application. A backdrop of expanded metal is used with a pattern of multiple bullets attached. Interesting patterns can be created by varying size/diameter of the bullets.

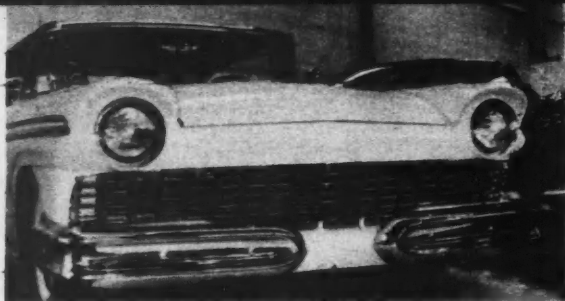
Household hardware shares popularity with bullets for more recent bolt-on grille applications. Ease of adaptation and variety of shapes/sizes makes it universal for all the grille customizing.



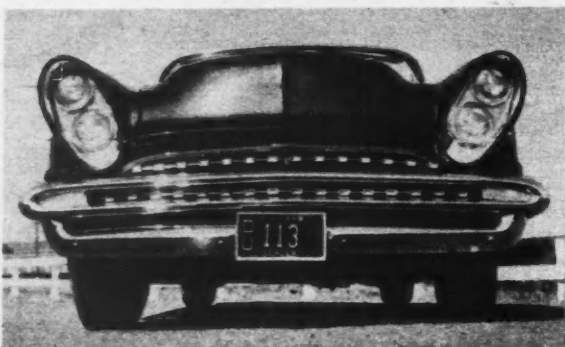
Exhaust tubing of plain or rippled design can be effective when capped off with plastic end pieces as shown here on this late Chev. Varied rippled designs can be had in decorative tubing.



EYES FRONT



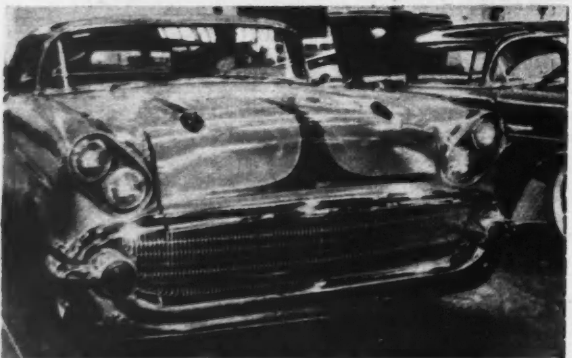
'59 Mercury grille assembly is designed so that it may be adapted to many cavities having long and narrow openings.



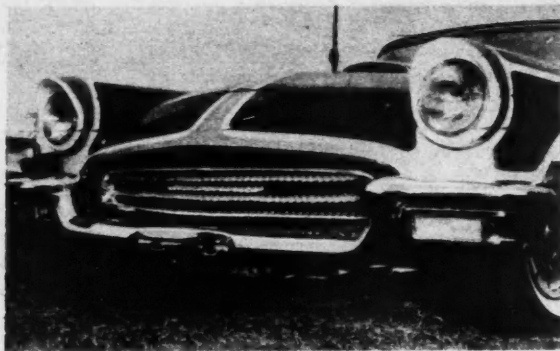
'57 DeSoto bumper-grille bar, most popular for grille combinations, is used here with square bar trim from '59 Buick.



Touted as the up-and-coming grille from the new '60 models is concaved '60 Merc grille installed here in late Chevrolet.



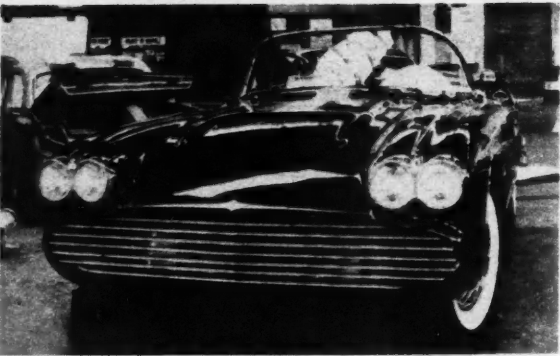
Another grille assembly for those long, narrow grille openings is the convex straight tooth grille piece from '57 Buick.



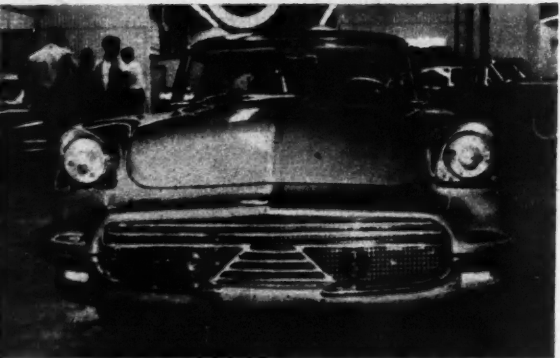
'57 Chevrolet pickup grille studded with multiple colored plastic dowels is customizer's answer to compact cavities.



The accessory straight-bar grille assembly is further accented with adaptation of bullets spaced in weird pattern.



Straight-bars are still favorites with builders who don't wish to go way-out with style or expense; Chev Corvette here.



Decorative straight-bar theme here, backed by expanded metal is thought for custom appeal; molded tube border.



Combining straight-bar assemblies with special constructed grille openings is inexpensive approach to effective grille.



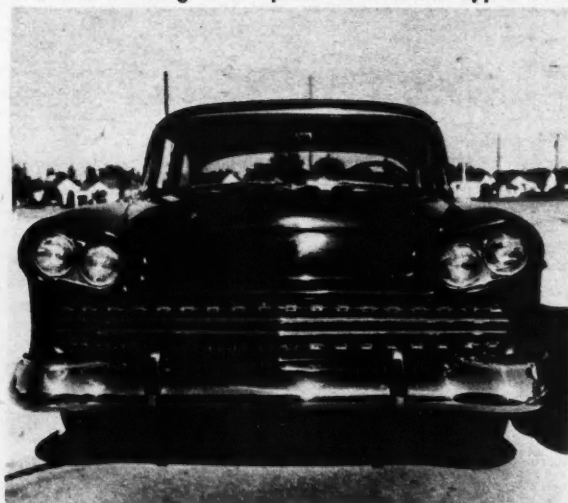
Bordering on the household hardware decor, but one step farther is this multiple setting of shapely bumper bolts.



Similar motif is this overall pattern of carriage bolts that has bolt heads ground square for effective appearance.

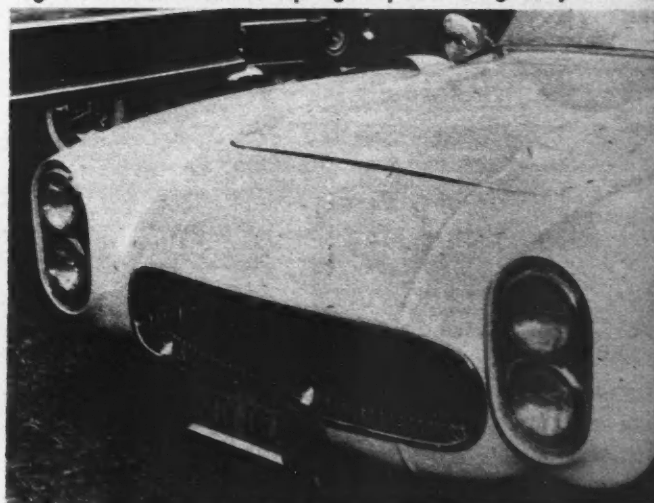


Small diameter vertical rod patterns trim out the dual opening of this stock Pontiac bumper-grille pan crossing cavity.



Special molded cavity houses a combination of '59 Buick trim bars and straight tubular pieces, has jeweled appeal.

MARCH, 1960

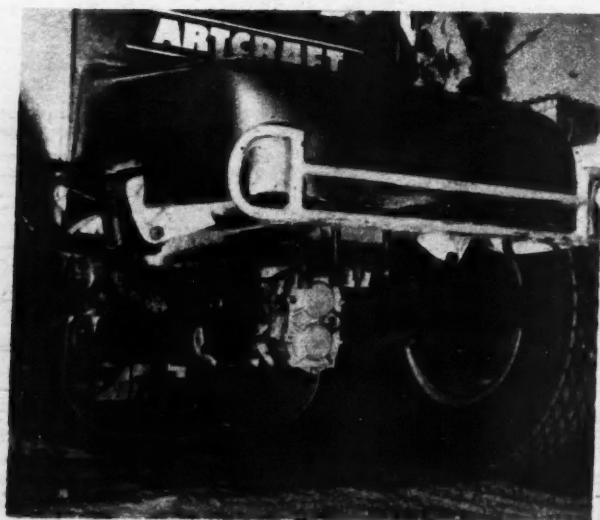
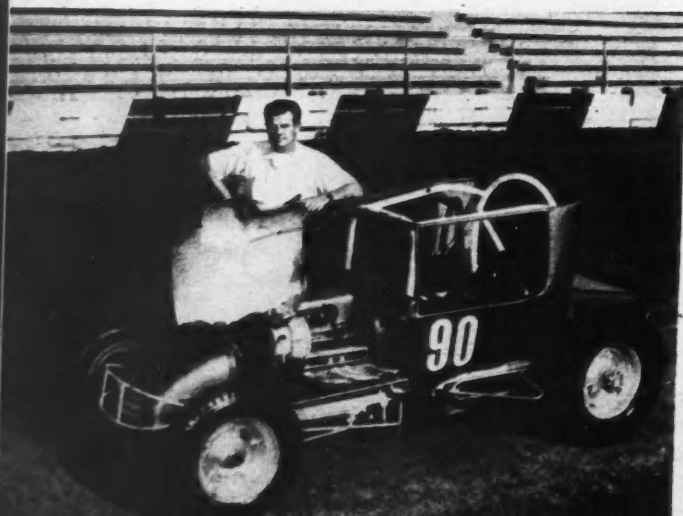
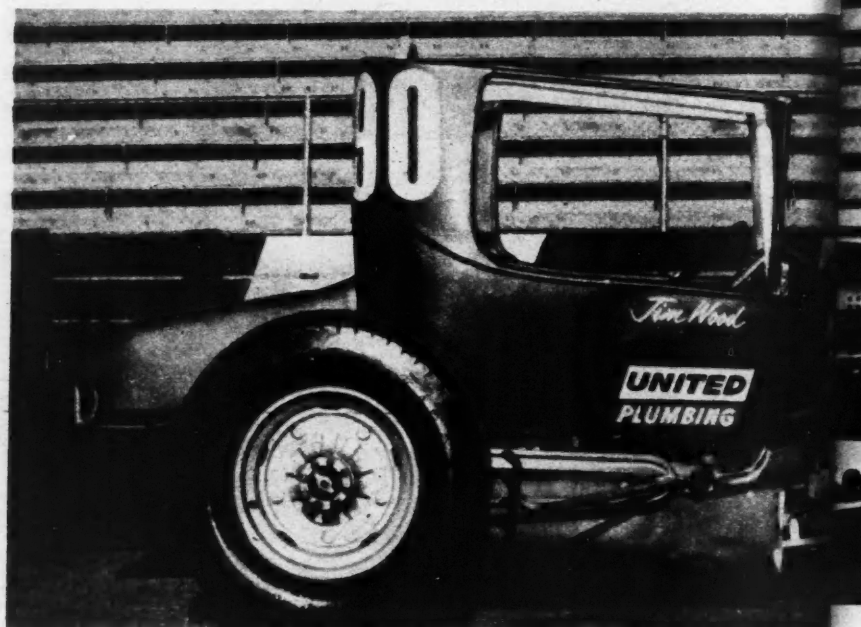


Foreign grille assembly is many times just the item for the domestic sports cars; custom Corvette sports Opel grille here.

SUPER-CHARGED SPORTSMAN

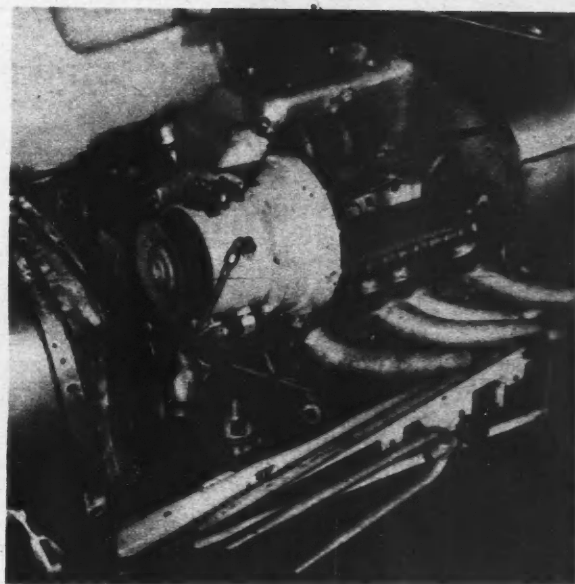
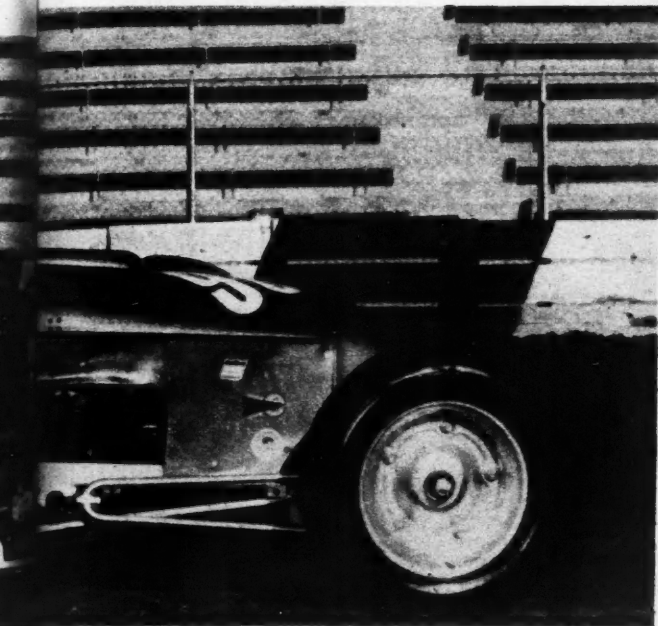
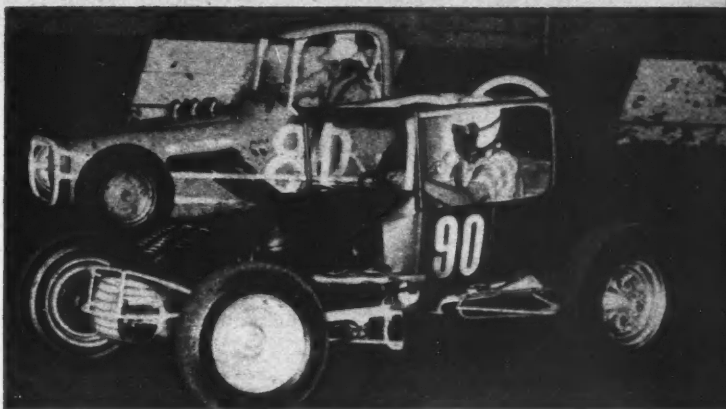
*Blower spiced Ford powers
this hustling track rod*

BELOW LEFT: Owner May stands beside the short (88") wheelbased rod. Grille is traditional sprint car type. Frame is constructed of tubes with Ford spring suspension, '32 Ford front axle, a '41 Ford rear unit. Tread is 54" forward, 48" aft. Halibrond q.c. is used, with a 3.78 ratio; the driveshaft is a chopped midget race car assembly. Snubbing is provided by Houdaille 50/50 shock absorbers in front, with '50 Buick shocks on the rear. Ford juice brakes are found on the rear only; steering gear is a '24 Franklin. Spindles are '49 Ford units. Sportsman car uses Firestone Super Sport racing rubber up front with larger 16" wheels on rear mounting set of Firestone Grooved Ascpot competition tires.



Driver Jim Wood of Ramona, Calif., is seen in action at a local Sportsman race battling with other contender for top honors in Jud May's sportsman car. May maintains machine which was originally built by Hank Henry of Tuscon, Ariz.

BELOW: The track record holder for Balboa Stadium has a 'T' roadster body with special top grafted on. Racer still has handsome appearance despite fact that it was built solely for competitive rough Sportsman circuits. Wheels are Ford.



Powerplant is a 312 cubic inch '57 Ford with stock bore and stroke, larger valves and dual springs, Clay Smith camshaft and lifters, tubular push rods, stock lifters. The pistons are JE with Perfect Circle rings while heads are stock. Edelbrock manifold has Stromberg carbs. McCulloch supercharger provides big push. Vertex magneto system furnishes spark. Drive is transmitted to track via Schiefer clutch. Cyclone gear box. Horsepower for engine in Sierra Gold coupe is 400. Neat dashboard, leather seat give driver nice cockpit.





Racing rubber and
super-light wheels
for karts and
midgets add up
to the ultimate in—

T RACTION



by Bud Lang

KEEPING PACE WITH the tremendous growth of the miniature car sport is an ever-expanding industry, producing an assortment of speed equipment and chassis components surpassed only by the professional race car builders in size, but not in quantity. Early scaled-down midgets and karts featured frames and suspensions that were quite adequate for the times. As these amateur racers increased in number, giving more competition to the ever present "local hot rods", speed equipment from heads to cams came from all sources to provide that extra burst of speed and low elapsed times necessary for winning. With better chassis and more powerful engines available it was only a matter of time before car owners and builders would begin

working on ways to save weight, get better traction in the corners and straights, and devise ways to change ratios to fit different track conditions in an economical way.

This was the problem presented the many tire and wheel manufacturers producing products for the miniature car sport. Their answer is evident in the array of tires and wheels on these and the following pages.

Of all the different brands of racing tires on the market today, few are actually complete new tires. Most of the tires are retreads available in an infinite number of tread patterns, designed in many cases to the individual owner's needs or wishes. The rubber compounds used in retreading the old carcasses into slicks are generally natural rubber. Cold (synthetic) rubber or a special

CAR CRAFT



Gar-Bro 5" Die Cast Aluminum wheel is available in 5 hub sizes, front and rear. Uses $\frac{3}{4}$ " I.D. New Departure precision ball bearing. High tensile alloy wheel features wide base, light weight.



Kart Racing Sales offers a totally new slick above, titled "Thick Slick, Contoured." Drifting bead contour actually gives tires two sizes, small and large.



Wide Base 6" Gar-Bro wheel above is of pressed steel construction. Many other Gar-Bro steel wheels are featured with hubs, use ball bearings or Timken tapered roller bearings, 3 axle sizes.

blend of cold and natural are frequently used in an effort to achieve the maximum in wear and traction. Natural rubber is noted for its great adhesive ability, providing excellent traction, but wearing ability is sacrificed due to natural rubber's softness. Cold or synthetic rubber is somewhat harder, giving the user additional mileage or use, but falls off when it comes to traction, noticeably so on smooth track surfaces where a good bite is difficult to obtain. It is quite apparent that no universal rubber compound can be used that will provide maximum effectiveness on all surfaces, plus giving long life and excellent trac-

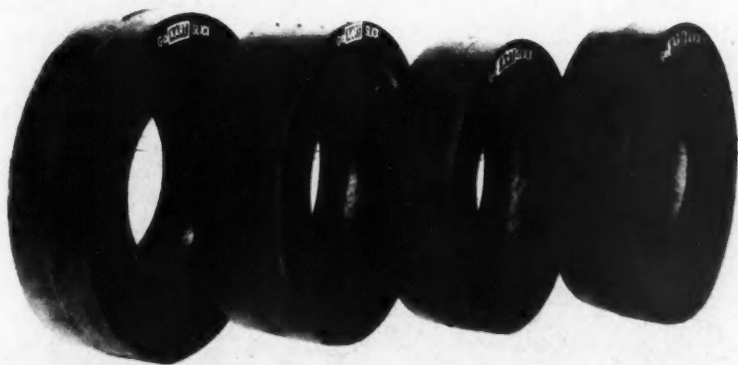
tion. In an attempt to capture as much of these qualities as possible, most retreaders have experimented with hundreds of rubber materials, enabling them to offer specific compounds for each type of racing surface. So whether you race on dirt, asphalt, cement or brick, tires are available with a tread rubber customized for maximum efficiency.

Voit Rubber Corporation has blended special racing rubbers for A-1 Tire Service according to A-1's specifications. Most popular of these is a blend of natural and cold rubber in specific amounts, designed for racing on most courses, namely asphalt and cement. This type of com-

pound gives the mini-cars exceptional bite, particularly necessary in the corners on kart courses or ovals, and extends the life of the tread. Other manufacturers offering racing slicks with tread compounds similar to this blend of cold and natural rubber are Bug Engineering, Bates Motors and Offenhouser Equipment Corp. Also available from A-1 Tire is a special mixture of "Soft" natural rubber prepared for use on indoor and board tracks.

After extensive research and testing of compounds, Inglewood Tire Service has come up with a variety of racing blends, each with a compound customized for maximum effi-

CONTINUED

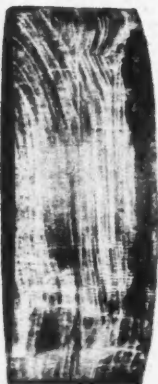
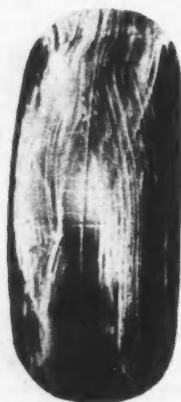


Go Kart Slicks are retreaded with an exclusive racing rubber compound that is advertised as giving the ultimate in traction. Tires are available in 10", 11", and 12" sizes, with the 10" in either 4" or 5" wheel sizes. Slicks are designed with a flat surface, both edges are squared off, sharp contours.

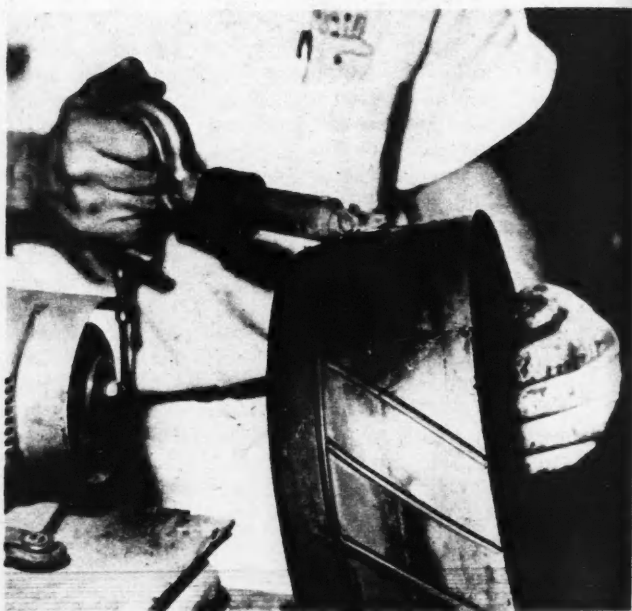
TRACTION



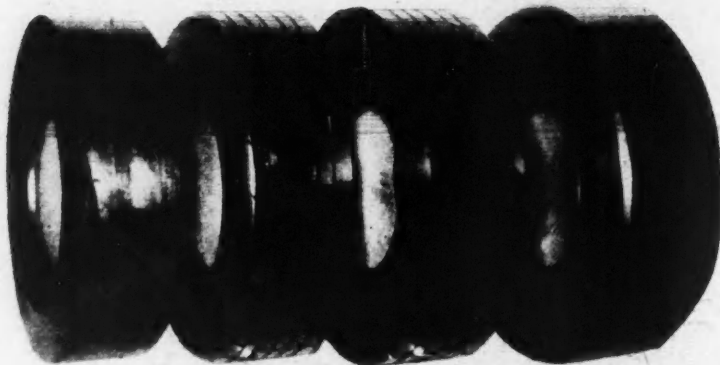
At left, after initial buffing, cement application, strip of tread rubber is carefully applied to kart tire prior to curing in heated mold. Coated with mold release, finished slick retread is removed from curing ring above. Special tool below, allows retreader to groove slicks in any one of many patterns, for racing on different tracks.

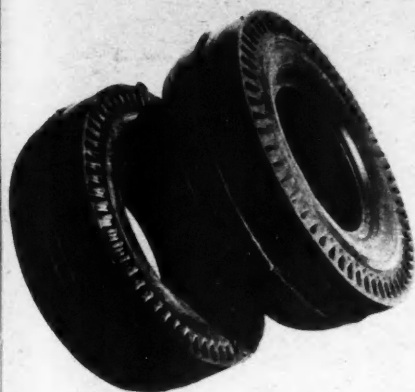


Above left, miniature car tire has been covered with new retread rubber strip, contoured to buffed casing. Other tire is fresh from mold, both covered with mold release.



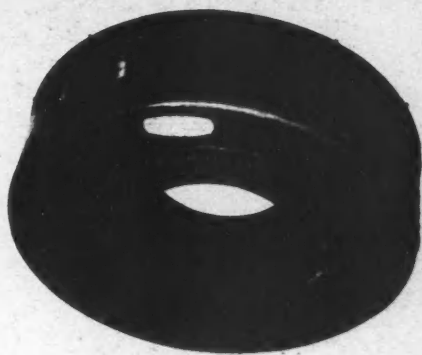
Miami Tire Service in Miami, Oklahoma, present a full line of racing slicks in 4", 5", and 6" rim sizes, with a big selection of sizes. Tread widths have a variation from 3" to a full 4 1/2".





At left, pair of popular Bruce slicks noted for their famed ribbed sides. Tread features high side, rolled edge on other, has good traction characteristics. Comes in 3 3/4", 4 1/4" widths.

A-1 Tire Service Racing Slicks come in 4, 5, 6 inch wheel sizes, tread widths from 3" to the competition 5". Slicks are retreaded with a Voit racing blend of cold and natural rubber, mold cured.



ciency on a specific type of surface. A potential tire purchaser could not ask for a wider choice of racing rubber than those offered by the many tire retreaders today. Inglewood offers their standard line of tires in two different blends, Regular and Soft Rubber. Both of these are of natural rubber, the softer of the two giving more traction. It does sacrifice in the longevity department though, showing much more wear than the regular surface tire. Each blend is a special mixture designed for Inglewood exclusively by one of the major rubber companies.

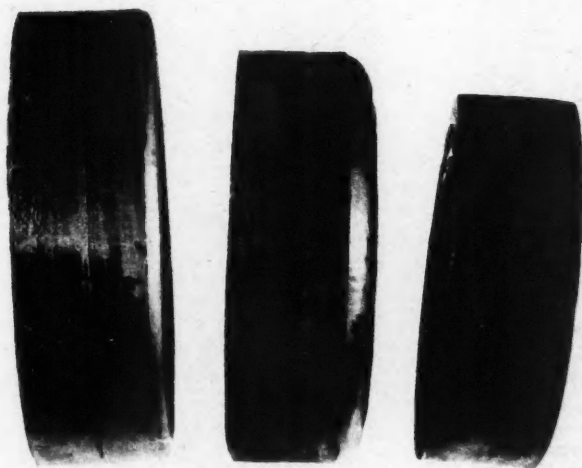
Another major retreading firm that offers racing slicks is that of Sid and Jim's Tire Service in Azusa, Califor-

nia. They have developed a special rubber compound that gives the utmost in traction and tire life. Going a step farther to insure that users of their slicks get satisfaction, they resorted to building their own molds for the miniature tires. Go Kart Manufacturing, Moss Engineering and the Frank Kurtis Company also use and merchandise slicks of this nature.

Unlike passenger car tires that come with a molded-in tread design, whether they are new or retreads, racing slicks using grooves in conjunction with their wide, flat surface are all hand cut. A special tool has been designed for this job, allowing the operator to groove the slicks in any one of a myriad of patterns.

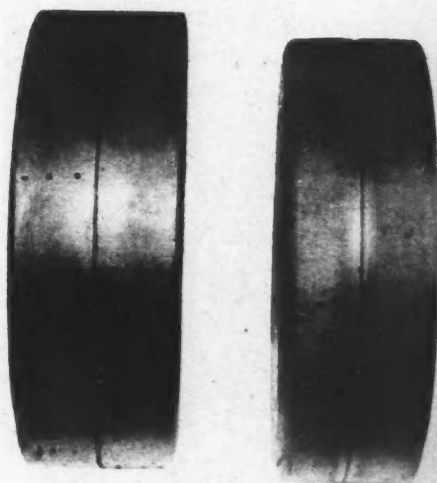
Tread design can play as important a part in traction as the rubber compound itself. This is especially so on dirt, clay, and boards. Though there are many variations in tread patterns, generally most have the same basic design, allowing the tread to retain maximum contact with the track surface and really dig in on the turns to prevent wheel spin or slipping. Outside cross-sectional contours of the tread design is important too, attested to by the numerous different shapes of tires on the market. With most slicks the shoulder facing the outside is rounded to allow the tire to roll as the car goes through a corner, keeping as much of its surface as possible in contact with the track.

CONTINUED



Hal Moody Tire Service slicks are produced in any size one could desire, with tread widths up to 5 1/4 inches. Retread rubber used is a natural racing blend, cured in special ring.

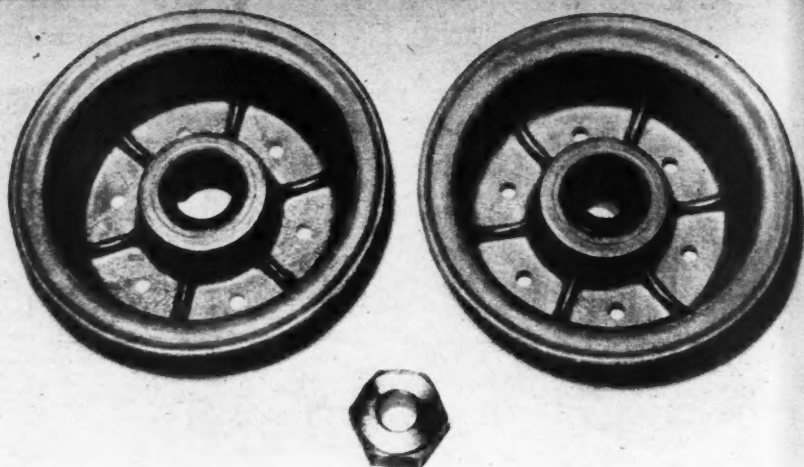
MARCH, 1960



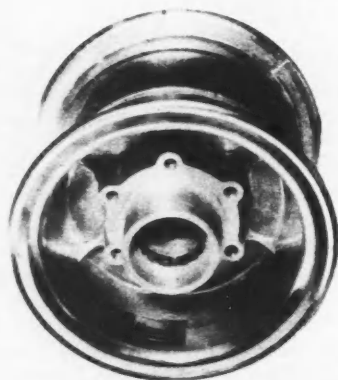
Retreaded with natural rubber are these Inglewood slicks, available in 20 sizes. Soft rubber for added traction available.

TRACTION

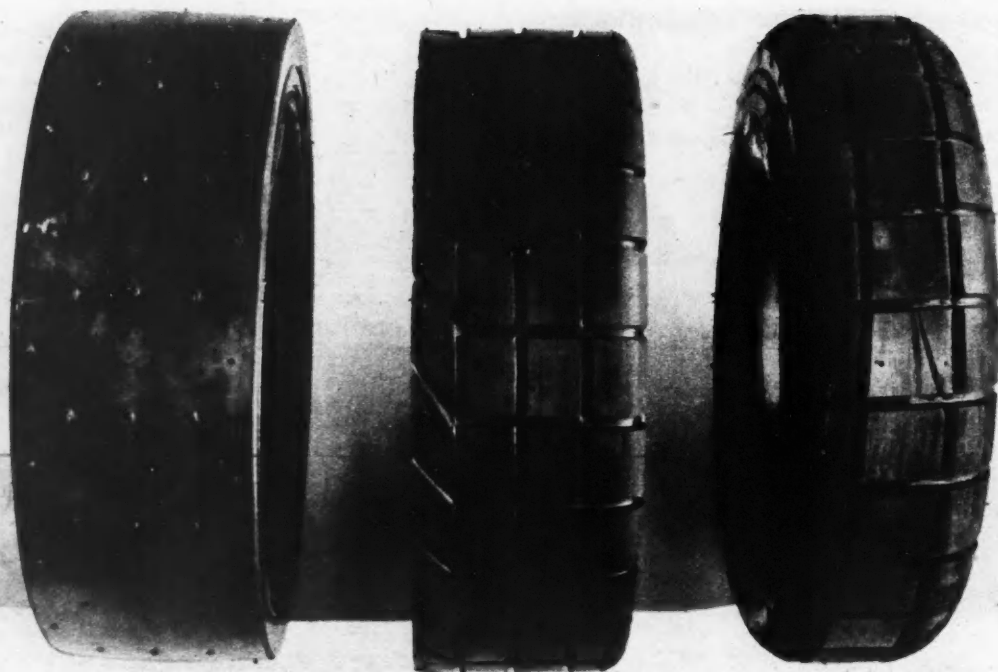
Face view of Hands drive wheel, right, shows steel hex bushing that is cast in. In 5", 6" sizes, wheels are permanent mold cast aluminum or magnesium. Inside half of bushing bored 1" with 1 1/4" key, outside half bored 3/4" without key.



FAR LEFT • Six inch Hands Engineering Co. drive wheel employs special Hands brake and sprocket assembly, comes in choice of magnesium or aluminum. Wide base rims are ideally suited for asphalt, dirt tracks. Web construction.



LEFT • Percival Hellcat wheel, made in 6 inch size, has integral hub, sprocket flange allowing for quick change ratios. Wheel is permanent mold processed in aluminum or magnesium, saving weight, a must for the serious-minded driver.



Variety of Steen's Power Parts slicks may be seen above, all tires are retreaded with a natural rubber racing compound. Steen slicks come in 4, 5, and 6 inch sizes, widths to 4 1/2 inches. Grooves are cut for different surfaces, varied designs.

Sid & Jim Tire Service cap their many miniature tire sizes with an exclusive compound of racing rubber, achieved after years of experimenting, racing, to give the utmost in traction, wear. Go Kart and Moss Engr. tires are very similar.



Keeping pace with the tire manufacturers in their quest for traction and speed are the wheel companies, turning out a complete line of high quality wheels in aluminum, steel and magnesium for the small racing cars and karts. These latest products from the wheel manufacturers offer the following features: light weight, wide base design, easy assembly and disassembly, and a choice of bearings or bushings. These offerings are a must for any serious-minded small

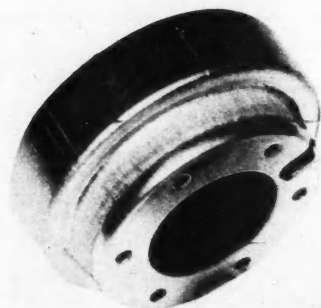
car competitor so let's take a closer look at some of these special designed products.

Much has been said about how steel weighs a lot, aluminum is so much lighter, and magnesium the lightest. This is true if a piece of steel displaces the same area as a similar piece of aluminum, but in some cases a steel wheel has been produced of thin gauge material, and has weighed less than a similar cast aluminum wheel, because the latter was bulky

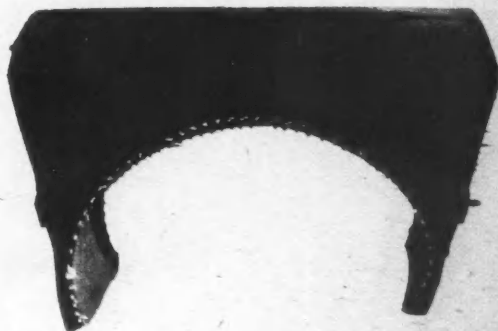
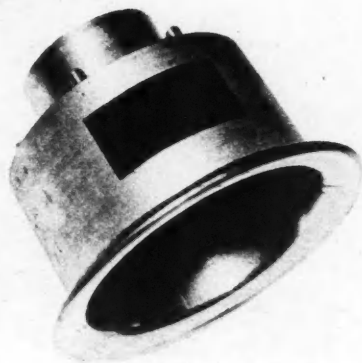
and had reinforcing webs. In the majority of cases though steel must take a back seat to the aluminum and magnesium alloys when it comes to saving weight. Object displacement being the same, aluminum is about 3 times lighter than steel.

For a rundown on what's available we will cover some of the products currently on the market. Hands Engineering is producing a full line of wheels cast by a permanent mold process in aluminum and magne-

CONTINUED ON PAGE 56



LEFT • Bug Engineering has a new 4" aluminum wheel with integral hub. The matching steel wheel half shown contains the brake drum, is designed to be welded to one of many sprocket sizes available. Thus by having a few of these inexpensive steel wheels at hand with assorted sprockets attached, changes are quick.



Cross-section of a Steen slick shows how much rubber is utilized in average retread. Note high shoulder for "bite."

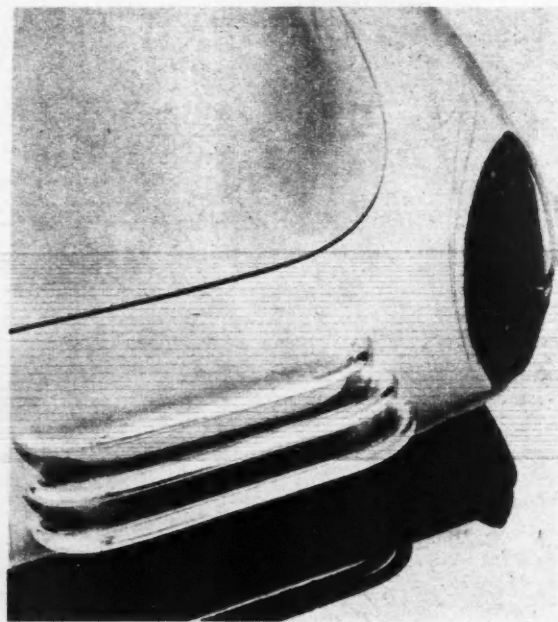


ONE CHEV—WELL DONE

Photos by Frank Faraone



'Rocky' Corpora of San Jose, Calif., commissioned Gene's Body Shop to perform custom work. Quad headlights are '57 Imperial assemblies deeply tunneled, integral with grille.

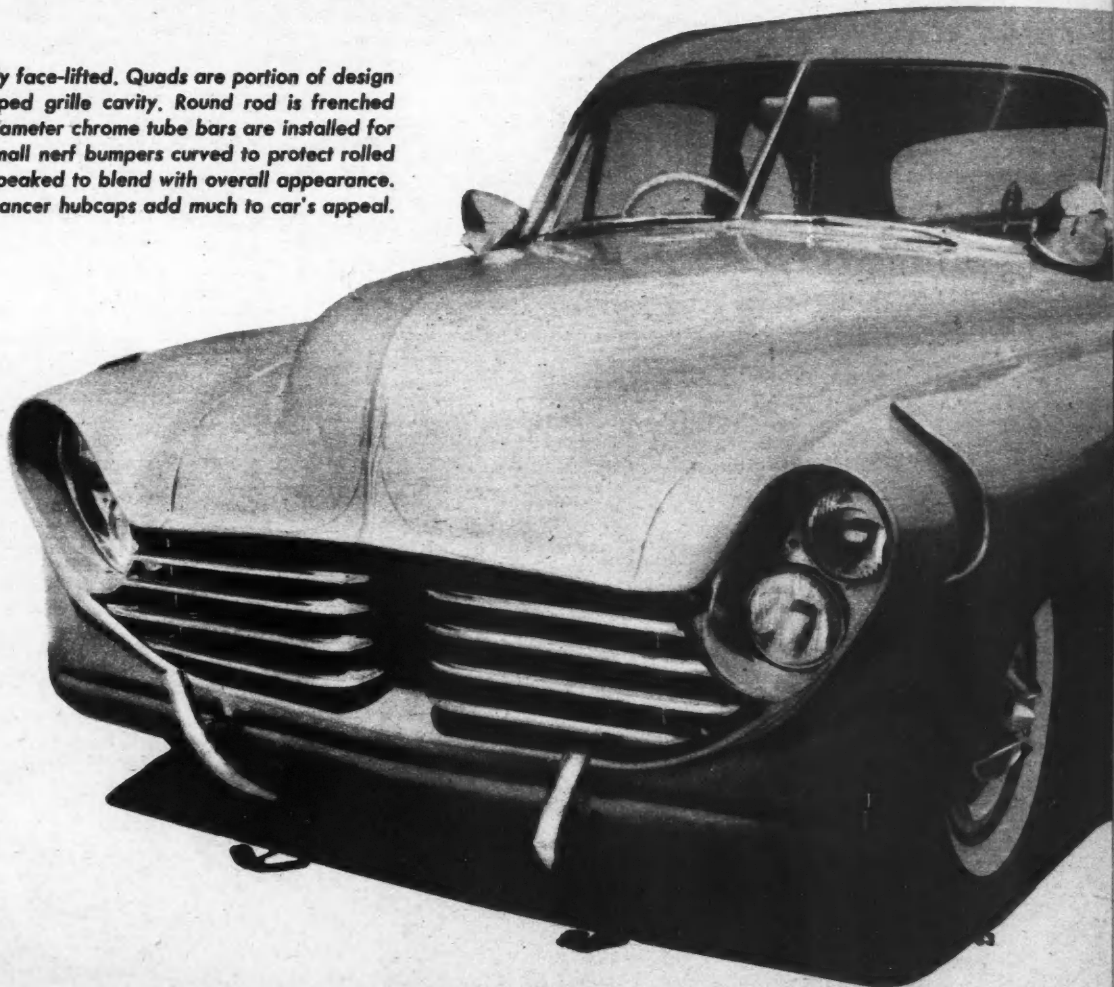


Rear fenders are peaked and extended, capped with dual '53 Lincoln lenses. Pan is rolled, graced with chromed nerf bar bumper. '50 Chevy is Lime Green, striping by 'Fuzzy'.

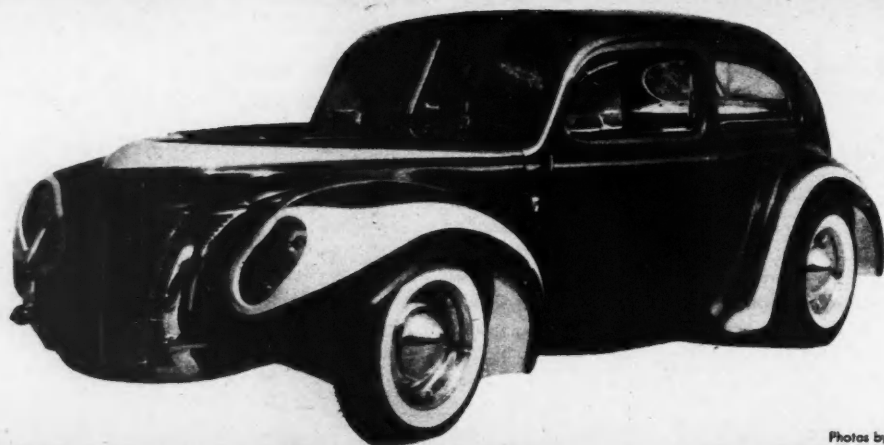
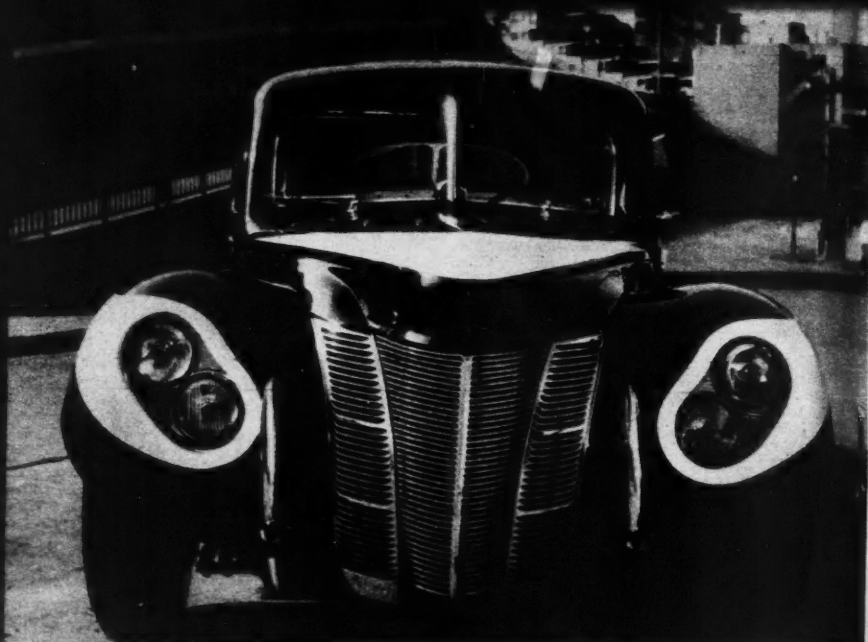


All unnecessary trim is disposed; doors, trunk are solenoid operated. Roof scoop is handmade, has four trim teeth installed in opening. Chev is lowered via stepped 'A' arms, 'Zeed' frame; Corpora belongs to Car Club of the Year, Rod & Wheelers.

Front is completely face-lifted. Quads are portion of design found with reshaped grille cavity. Round rod is frenched to shell, 1 inch diameter chrome tube bars are installed for the new grille. Small nerf bumpers curved to protect rolled front pan. Hood peaked to blend with overall appearance. Dual spots, late Lancer hubcaps add much to car's appeal.



CHANNELED CHARMER

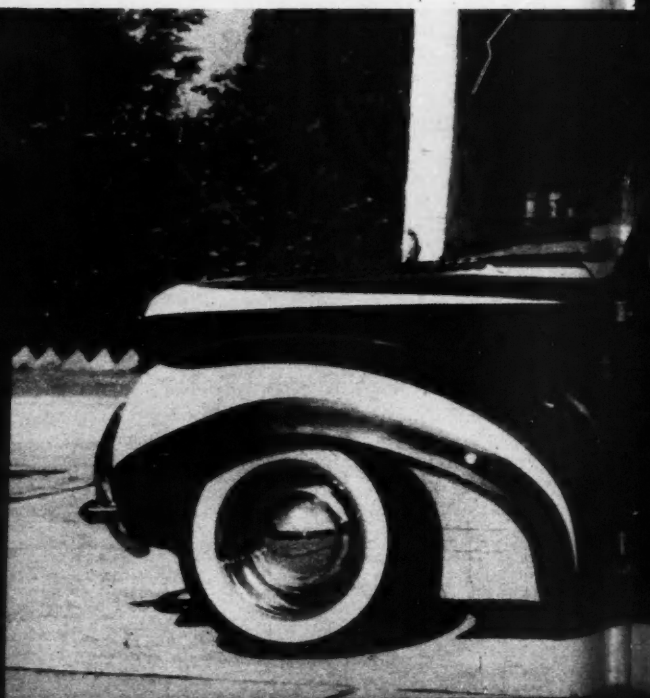


Photos by Dave Cunningham

TOP: Front on Dave Cunningham's '40 Ford features quad '38 Ford truck lights, canted and tunneled deeply in fenders. Dual nerfs protect immaculate metal on San Francisco Ford.

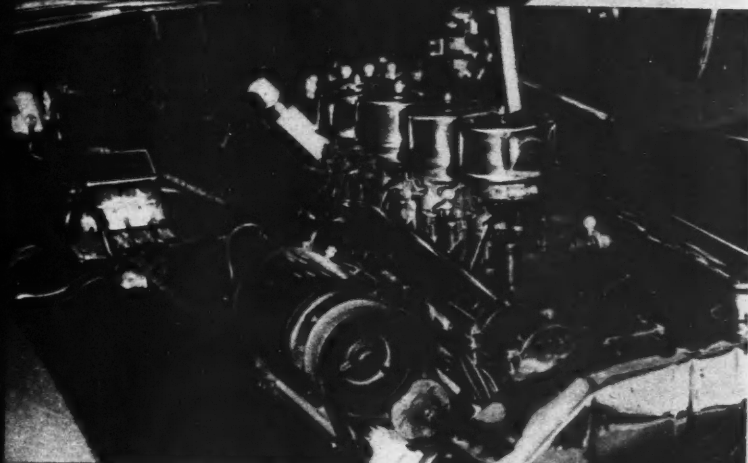
CENTER: Side angle shot gives clear indication of 5 1/2 inch channel operation and equal amount sectioning. Restyling carried out by Hal's Body Shop in San Rafael, Calif., and Barris Kustom, Lynwood, Calif. Dave did mechanical work.

RIGHT: Both front and rear fenders are molded to body. Wheel well openings are radiused, slightly flared. Sculptured inner panel of fluted aluminum covers installation of reversed '40 Ford fenders grafted into cavity. Wheels are chromed and reversed; colors of car are Kandy Red, Pearl.

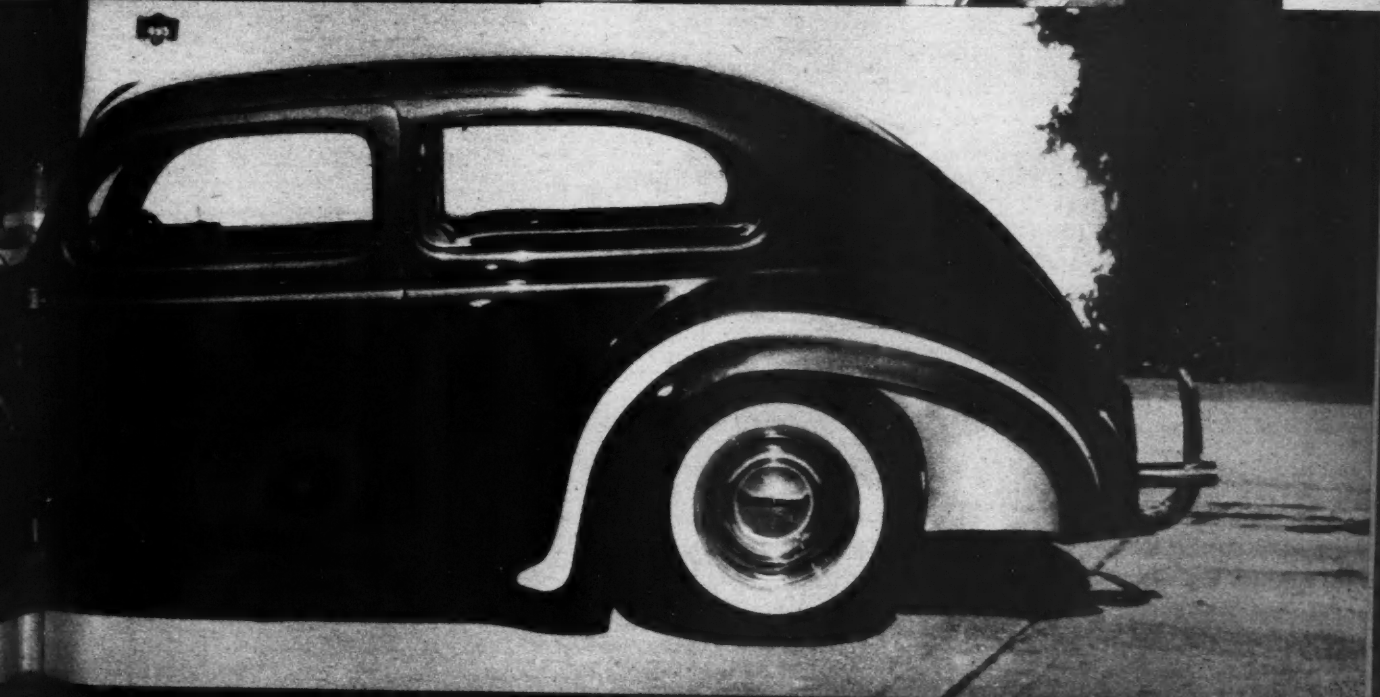




'Busy' appearing rear end is ably protected by huge perf iron, curving down to rolled pan. Taillights are from a '43 Stude. Note the molded license bracket.



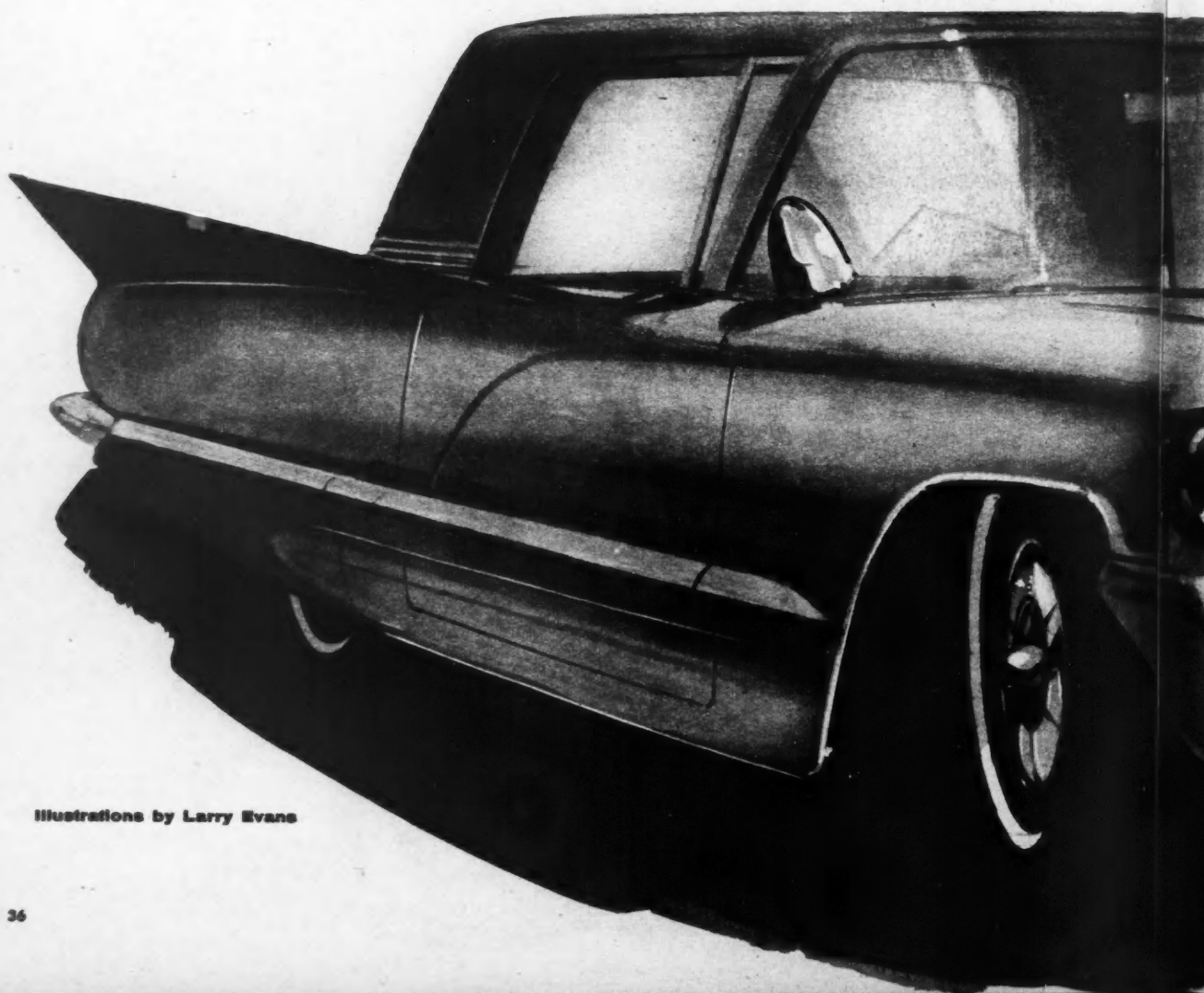
Proof positive that a show machine can go is this full-race '48 Merc mill with quad carb set-up, aluminum heads, lite Weber flywheel; mill displaces 296 c.i.



VALLEY AUTO BODY
RESTYLES
the '58 Thunderbird



John Hychko



Illustrations by Larry Evans

WHEN FORD MOTOR COMPANY introduced the four-passenger Thunderbird in 1958, it created quite a sensation in the automotive world. It was an all-new automobile, something a little more than a sedan, yet a little less than a luxurious limousine. Popularity and sales of the new model was immediate and it was only natural that enterprising customizers take it in their sights for a little refinement. We asked John Hychko, a noted eastern customizer, to give us his interpretation. Using a few of his latest ideas, here is Hychko's imaginative view of the popular, restyled Thunderbird.

BODY MODIFICATIONS

One of the first things Hychko changed was the fender flare on the side. He has extended the forward end so that it now terminates just aft of the front wheel opening instead of in the middle of the door. It runs straight back to form a new skirt which completely covers the rear wheel well. This entire assembly was handformed of sheet metal, and is mounted sans 'Bird trim. As on most of our restyles, the door handles are removed and a push button electric solenoid system is employed. This, however, is not on the price list as it is strictly an optional item.

FRONTAL CHANGES

The front end has been completely altered in appearance using various components to disguise the car's identity. First off, the fender seams are extended and molded to almost-meet in the center of the hood. A sweeping, gull-wing effect is gained in this manner, and the new seams furnish stylish hoods for the headlights. The upper grille panel is also extended and dropped to a lower position to decrease the size of the grille shell's opening. This was accomplished by adding sheet metal to the lip.

A floating-type single grille bar is

CONTINUED



installed in the cavity. Most any model could be used here. Hychko chose chromed steel, specially formed. The lower grille shell panel is also reworked. Instead of retaining the stock bumper, Hychko has constructed a new assembly of sheet metal similar to the original design. The floating center bar is adapted so it will extend over the lower lip approximately four inches. The bottom edge has a thickness of six inches and is constructed of half-rolled steel.

Headlights represent a departure

from the usual form of canted quad units. The dual lamps, pirated from a '58 Mercury, are mounted in separate locations, about four to five inches apart. To allow the installation of the lower lights, a special lip is added on the upper grille shell's ledge. Since the fenders are extended, these lights are hooded by the metal ridge.

The stock airscoop on the hood was lacking something according to Hychko, so he reworked the trim and extended the scoop to a wider frontal position.

REAR ASPECT

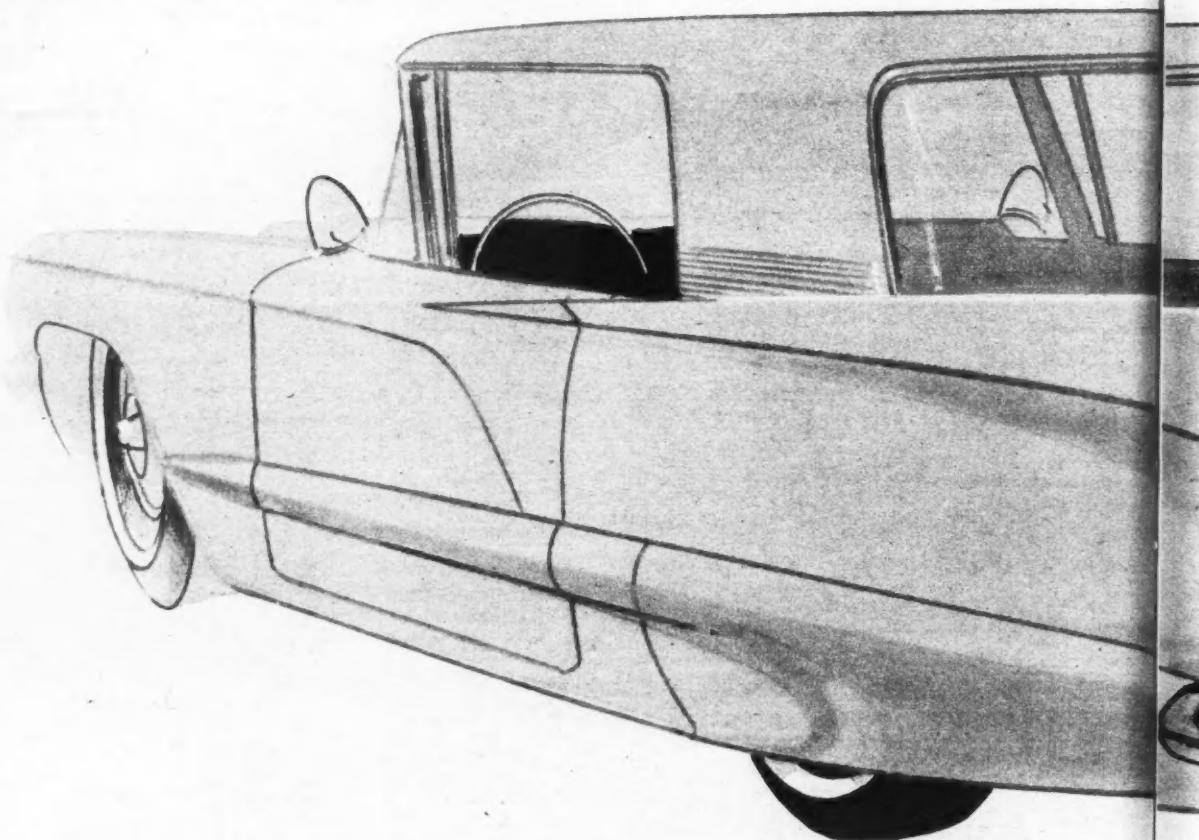
The fins on the rear fenders are emphasized by the addition of sheet metal to make them longer and to curve them outward to a greater degree. Very thin, the new fins sweep from the center of the door to the rear where they are chopped-off; they do not go beyond the tail of the 'Bird.

Taillights are '59 Pontiac lenses, a natural for the car. They are enhanced by $\frac{3}{8}$ " diameter chrome bars which fill the cavity. For protection, Hychko has removed the stock rear

RESTYLING

The '58 Thunderbird

CONTINUED



bumper and substituted a '59 Chevrolet straight bar bumper with guards. This necessitated body work to fill in the rear pan section. Since the stock 'Bird license mount was integral with the rear bumper, Hychko has reworked the center cavity in the deck to include a sunken license bracket.

DETAILS

As far as paint is concerned, the color is up to you. But, Hychko feels that the best overall effect will be achieved with only one color.

PRICE LIST

	Labor and Parts Combined
Sheet metal for grille fins	\$ 58.00
'59 Chevrolet bumper	67.00
Bumper guards	5.00
'58 Mercury headlight doors	14.50
'59 Pontiac taillight assemblies	55.00
Lacquer paint job, one color	175.00
Total labor for customizing	620.00
TOTAL	\$995.50





CARRY A BIG

'STICK'

New conversion kit
features fast—
silent—free
shifting design

here's
how:

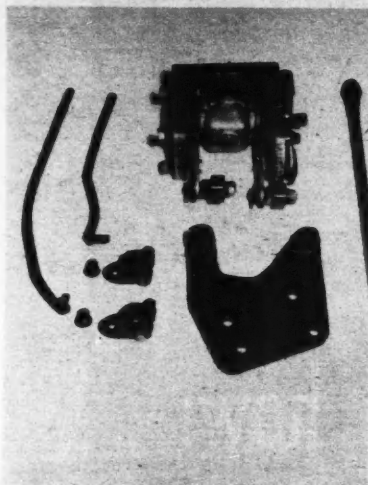
WHEN A SPEED EQUIPMENT manufacturer produces a new product the normal procedure for introducing it to the readers is to feature it in our monthly 'CC Shops' section designated for this particular purpose. Once in a while one of these items deserves more than this section allows — this is the case with the new B&M transmission conversion kit.

Although there are numerous kits available for this type of modification, this particular unit features a completely spring-loaded shifting mechanism encased in an all-aluminum cast housing which provides silent, (no clashing) free shifting. The exceptional short distance necessary to actuate the shift selector from one gear to the next saves precious shifting time lending the driver a better sense of feel when making split-timing speed shifts.

A product of B&M Transmission, manufacturers of the popular B&M racing hydramatic transmissions used for drag racing competition, these conversion kits are adaptable to all late model standard transmissions as well as the popular side shift LaSalle often employed for custom installations. The B&M conversion unit consists of a cast aluminum retaining bracket which eliminates the deflection of the shift mechanism during speed shifting. An early Chevrolet selector box, reworked to eliminate all slack in the linkage, solid steel shift stick and necessary levers and rod ends complete the kit. Assembly and adaptation is a minor task, one that can be easily followed by checking out the step-by-step installation illustrated on the opposite page.

Photos by Broffler, Creitz

CAR CRAFT



1. B&M side shift kit available for all late standard trans and LaSalle trans.



2. Stock shifting arms are removed to make ready for kit's close ratio arms.



3. A special steel mounting bracket is mounted to aluminum selector housing.



4. Selector assembly is mounted to the transmission's tail shaft as illustrated.



5. Close ratio shift arms are installed; the extended end toward top of trans.



6. Shift rods go thru selector arms to the shifting arms; attach with kit's locks.



7. When locking the shifting rods, arms must be parallel, in center of its travel.



8. Finished installation on LaSalle side shift transmission; kit sells for \$55.00.



9. Next step is that of floor surgery. Check travel of shift to clear opening.

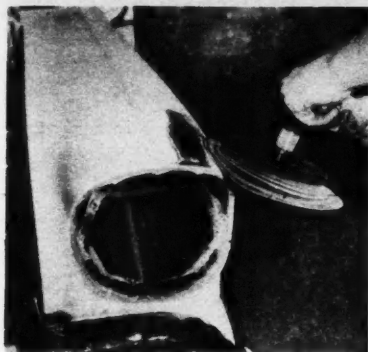


Photos by Darryl Starbird

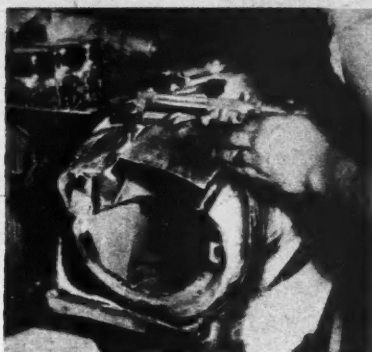
here's
how:

**'58 Lincoln quads
give any custom
that sleek
canted class**

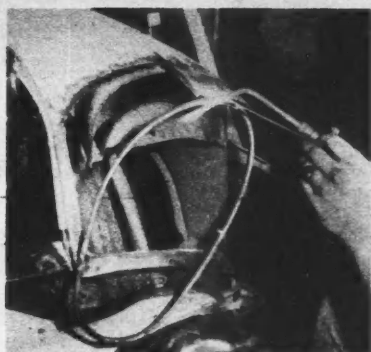
OF THE MANY QUAD headlight units available and those being installed in custom cars the nation over, only a few give an air of real class, a distinctive look rare in stock lighting assemblies. Featured above we find one of these classic installations, the '58 Lincoln canted quads, installed in one of the lower priced three yet right at home. Easily adapted to any fender, the Lincoln quad units feature a custom chrome shade, can be mounted in a stock canted position or vertical if desired. However they are utilized, it is a sure bet your custom's front end will be enhanced by Lincoln's sleek styling and smooth lines. Perhaps the most important reason these lights have appeared so often is that they are designed for canted positioning and are further emphasized with chrome frames offering sculptured appearance.



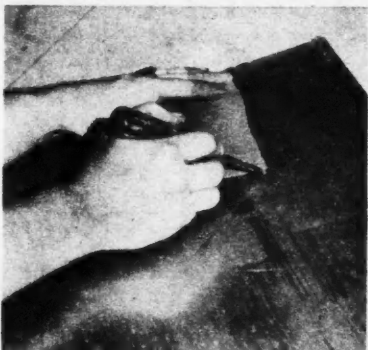
1. Stock light assembly is first removed, paint is ground away at fender edge.



2. Sections of fender are outlined for removal, cut with torch or an air chisel.



3. Steel tubing formed around headlight door, tacked into canted position.



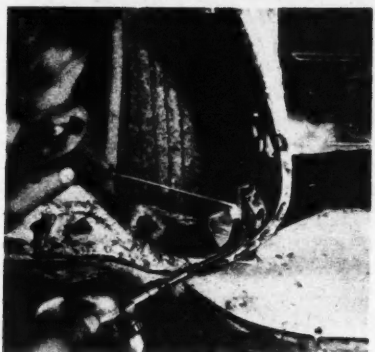
4. After alignment of tubing, templates made of fender gaps, traced on metal.



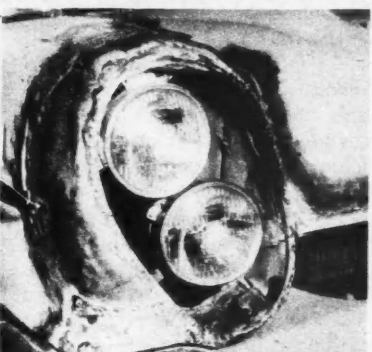
5. Sheet metal pieces are welded into place, filling gaps, extending fenders.



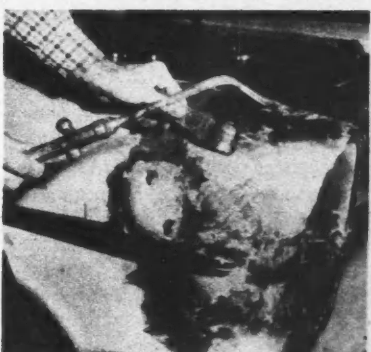
6. Additional templates are made of lower end, finishing headlight shading.



7. Bracket is welded into place for the chrome headlight door mounted screws.



8. Light bucket brackets are welded in place, welds ground smooth for leading.



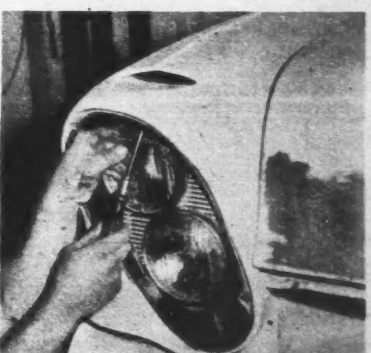
9. Welds ground, tinned and reworked area is shaped with thin layer of lead.



10. Leaded area dressed smooth with vixen file, pick hammer raises low spots.



11. After sanding, surface is prepared with metal prep for priming, painting.



12. Lincoln quad headlights and doors are installed in newly canted openings.



here's
how:

SEAL THAT HEAD!

Wire rings—rodder's
answer to
blown head gaskets

BY JOHN GERAGHTY

IT WAS ONLY A FEW short years ago that the ultimate desire of every hot rodder was to assemble an engine that would develop one horse to each cubic inch. Today, we can find this powerful combination in many well engineered stock OHV engines. Not only is the 'horse-per-inch' practically an over-the-counter engine design, but many of these powerplants leave plenty of room for additional modifications resulting in even higher performance. Applied theory and extensive research on the part of many engine builders has not only produced favorable one and two horses per cubic inch, but in some cases as high as three. Naturally, many problems have accompanied this 'hot' engine development. One of the first engine components to fail in many cases due to extreme combustion pressures is the stock head gasket. After proper assembly and preparation of a modified engine nothing can be more exasperating than to have a class trophy all but sitting on the fireplace mantle, then at the last minute fall prey to a blown head gasket. This happens frequently, but all problems have solutions—and the head gasket has three.

The most popular application of retaining perfect gasket seal is to install a .035 soft copper wire ring around the outside diameter of the cylinder bore. Torqueing the cylinder head presses this copper ring into

the head gasket giving the additional seal necessary to retain high combustion pressures. There are three various methods in which to secure this copper ring in position. Most favorable of these procedures is to machine a groove in the engine block in line with the outside edge of the head gasket's inner seal ring as shown in the accompanying photographs. If the engine is assembled and in the chassis, the second best choice is to machine the cylinder head instead of the block so that it will accept the copper ring in the identical manner. This will eliminate disassembly and assembly of a running engine, accomplishing the same results.

The type of head gasket employed is also an important aspect of retaining these cylinder pressures. A steel faced asbestos center head gasket of approximately .060 is recommended. If a gasket of this type is not stock equipment on your particular engine, then Fitzgerald Gasket Company manufactures an excellent replacement which can be purchased at parts supply houses. A sufficient sealant should be used on both sides of the gasket; we suggest GM gasket cement. After positioning the gasket between the cylinder head and engine block the torque figures adjoining this article should be used as a guide to final head bolt tension. Care should be taken when tightening the cylinder head to retain even torque pressure. This is achieved by

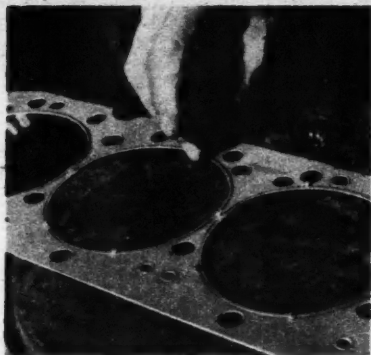
commencing in the center of the head, then working outwards. Start with approximately forty foot pounds, then increase this by ten foot pounds as you progress with each tightening sequence 'til the prescribed tension is obtained.

A completely different method of application must be employed when adapting the copper ring to late Chevrolet, Ford, Mercury and Lincoln engines. Machining of the block or cylinder head is not possible due to the reduced area between the cylinder bore and water jackets, and the irregular combustion chamber design. With this being the case, the ring is aligned with the head gasket's inner seal and directly soldered to the gasket.

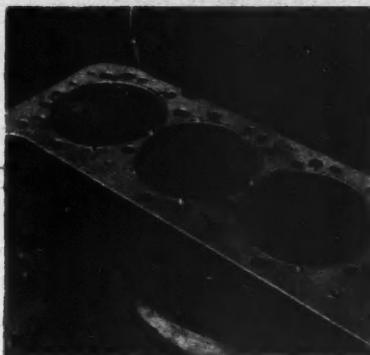
Details on each of these methods are thoroughly illustrated in the accompanying step-by-step photo story found on the opposite page.

Recommended cylinder head torque guide:

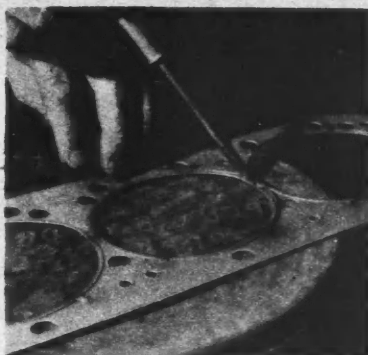
Make	Torque Foot Pounds
Buick	90
Cadillac	90
Chevrolet	95
Chrysler	125
DeSoto	100
Dodge	100
Edsel	120
Ford '57 & earlier	90
'58	110
Lincoln	120
Mercury '57 & earlier	90
'58	120
Oldsmobile	100
Plymouth	85
Pontiac	100
Studebaker	90



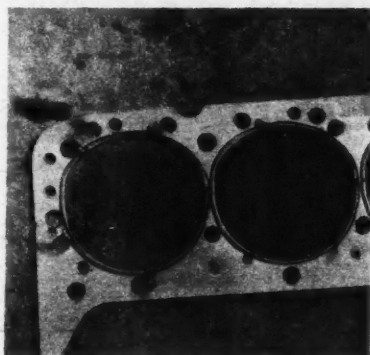
1. Asbestos centered head gasket is laid on flat surface with the protruding edge of inner cylinder seal facing up. Space small flux solder pieces as shown.



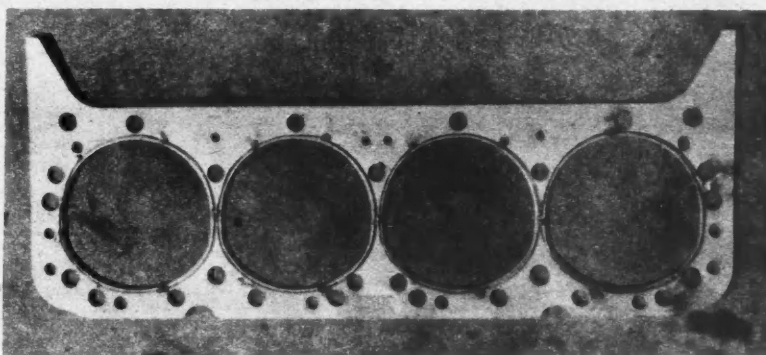
2. Torch suitable for soldering is used to melt solder pieces into gasket metal cover. Take care not to over-heat the face of the gasket while melting solder.



3. Short lengths of .051 soft copper wire are soldered to gasket on outside rim of the inner cylinder seal. Retain wire with screw driver as solder cools.

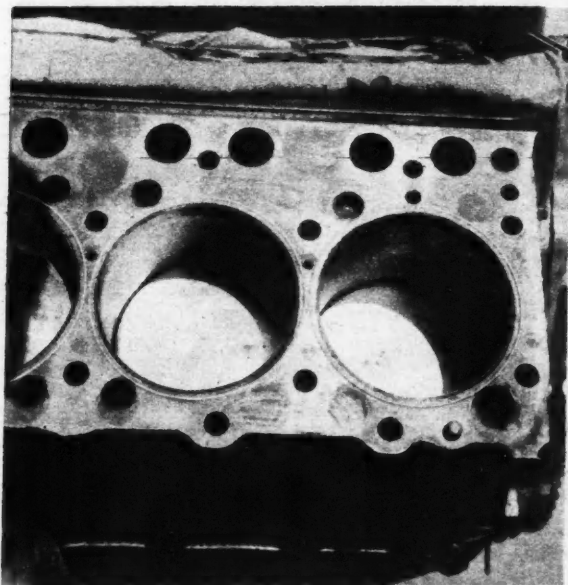


4. Wire ends overlapped in soldered area preventing leakage at the joint.

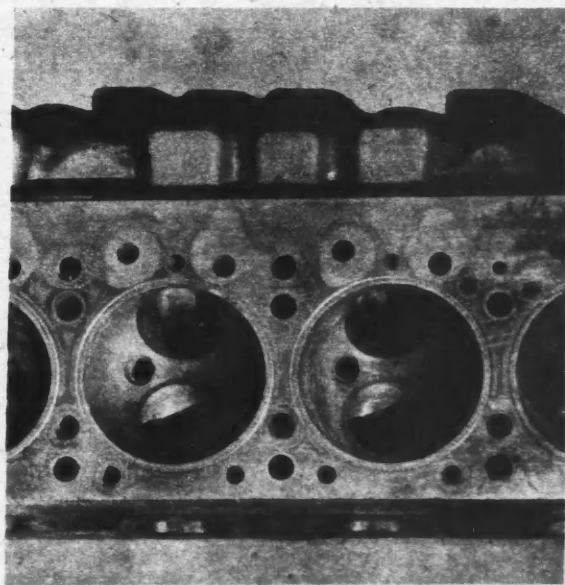


5. Modified gasket ready for installation. When cylinder head is torqued wire will press into gasket giving extra seal. A good sealant should also be used.

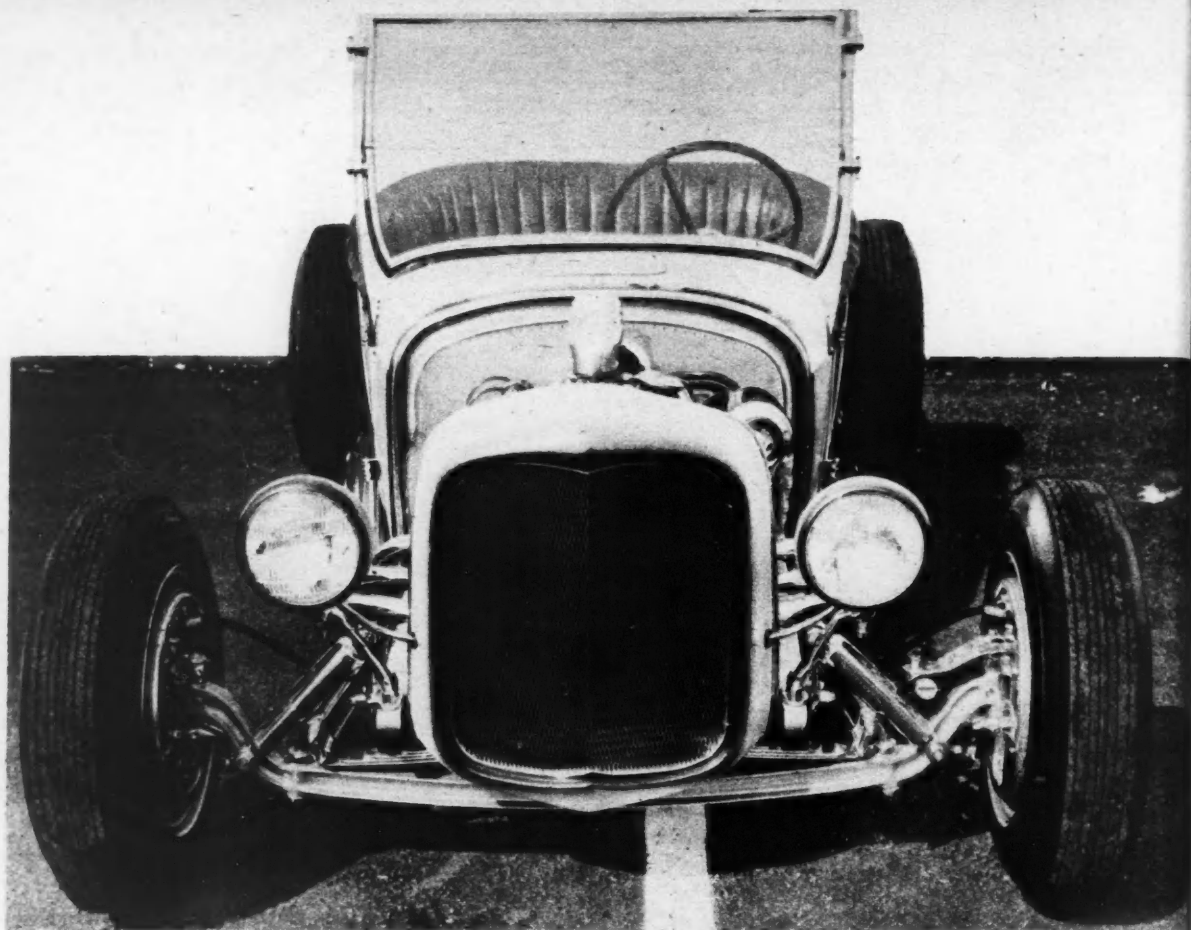
Photos by Bud Lang



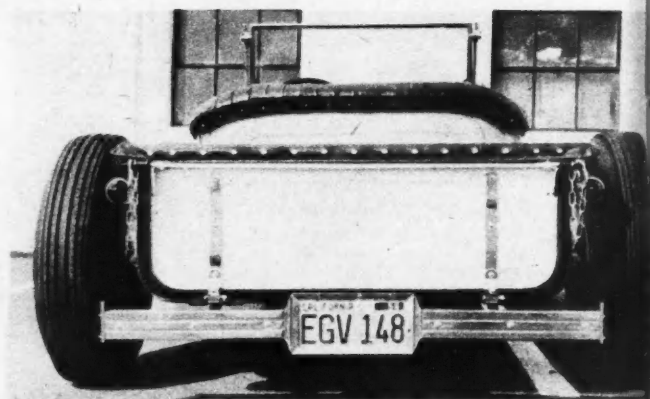
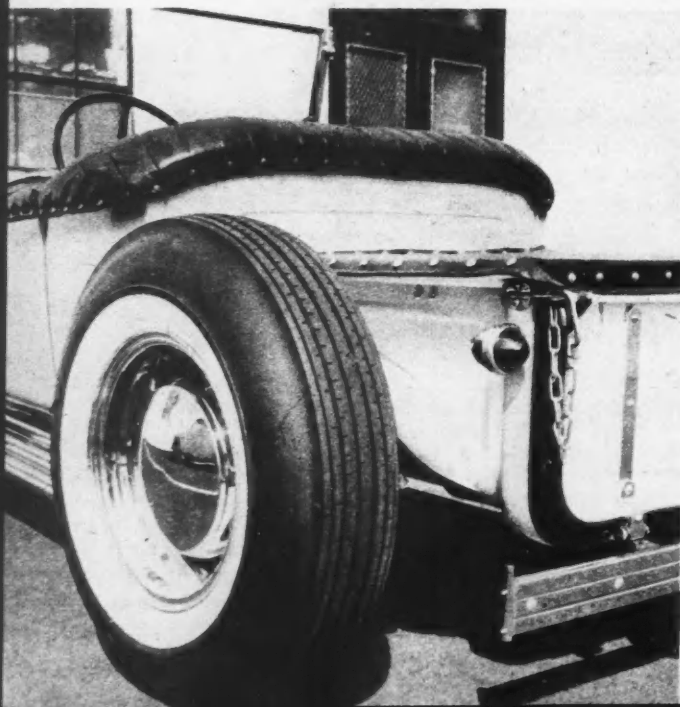
Most popular method of adapting wire ring is shown here whereby a .030 groove is machined into block retaining 1/16" gauge soft copper wire. Align wire with gasket's inner ring. Method not possible with all engines. Photo right.



Groove cannot be cut in block of Chev, Ford, Merc and Lincoln. On others, the head can be machined grooved to retain wire rings similar to method used at left. This system is recommended for assembled engines and those in chassis.

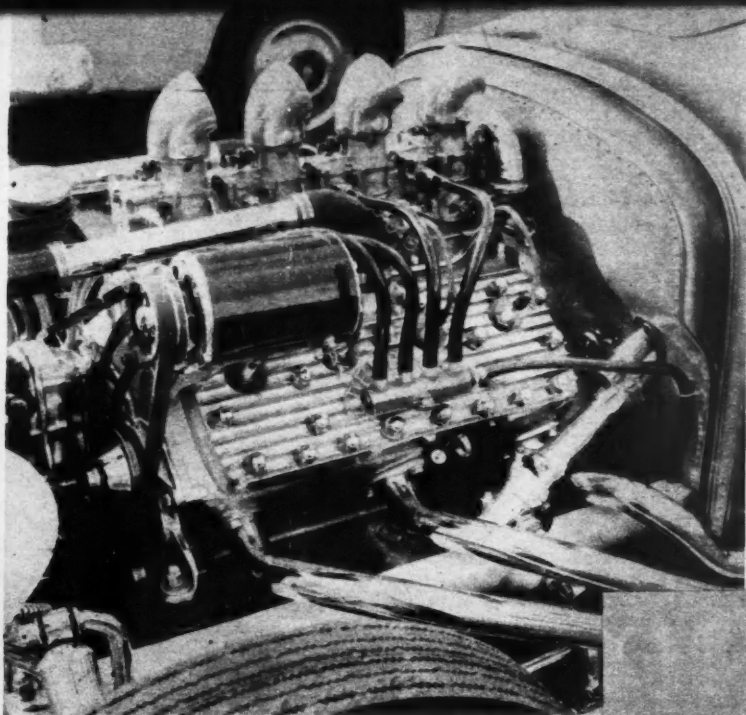


PERT ROD-PICKUP



ABOVE: 10-inch frame step at rear brings pickup box down lower than tops of 8:20x15 tires. Rear bumper is handmade from door moldings. All hardware has been chromed. Buckingham installed '47 Dodge tube shocks front, rear on pickup. Brakes, '41 Ford.

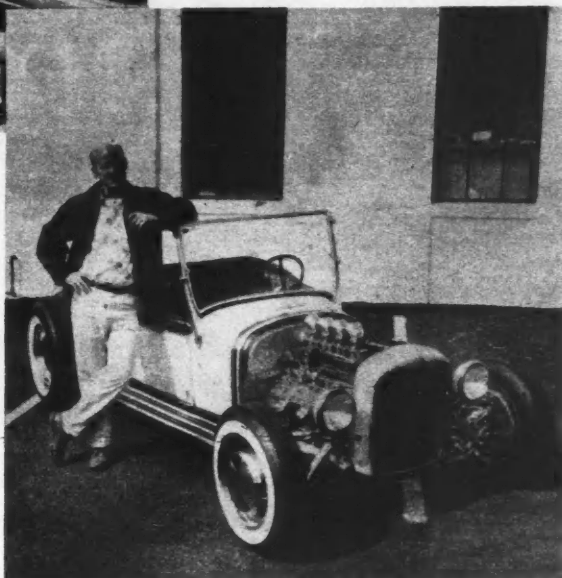
LEFT: Chromed and reversed '49 Lincoln rims were mated to '48 Merc centers, graced by stock hubcaps, whitewalls. Taillights are cycle type. Rear end is from a '37 Ford, driveline has been shortened 2 feet, 4 leaves in spring. '41 Ford trans is in use.



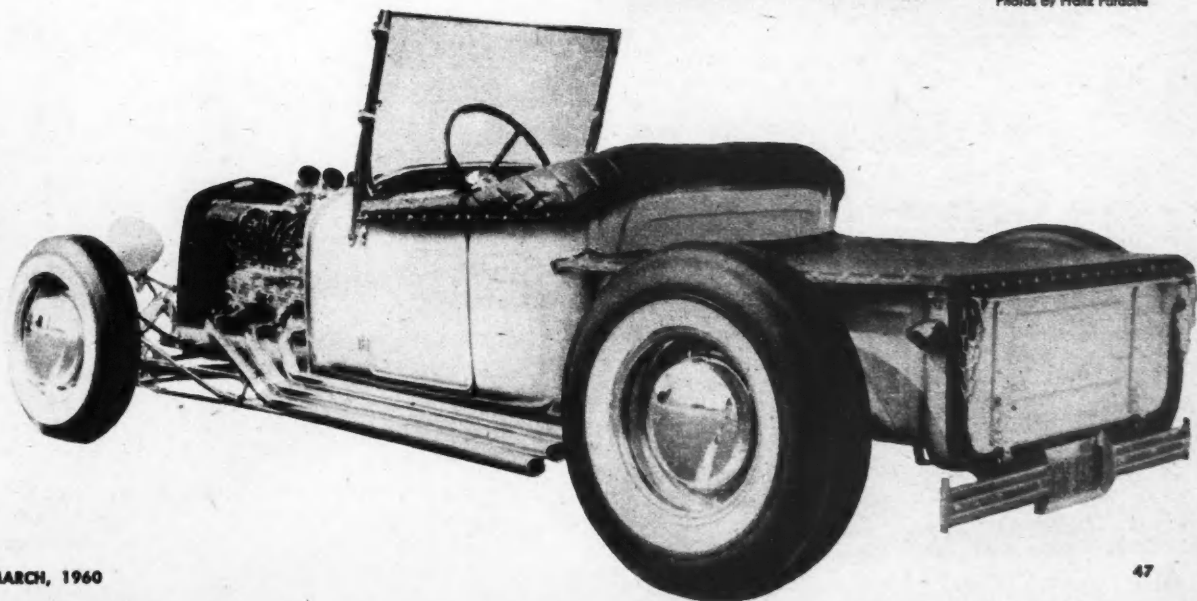
Engine in pickup roadster is from '48 Merc, is of 276 cu. in., $\frac{1}{8}$ " x $\frac{1}{4}$ ". Edelbrock manifold mounts 4 Stromberg 81's. Cam is Engle 390, pistons Jahns. Weiland heads boost compression to 8.25 to 1. Chrome headers lead to steel-pacs. Harmon & Collins mag provides spark. Firewall, cowl trim is redone.

At right, Paul Buckingham towers over his immaculate '27 T roadster pickup. Paul spent four years constructing white pearl car from ground up, started with '31, switched bodies. Deuce grille is two top sections filled in, uses mesh center.

BELOW: Roadster bucket is channeled 4 inches, sits on '31 rails. Black Naugahyde rolled interior by Fred Marquardt Auto Toggery. Winfield Custom Shop, paint work, headers. From Pittsburg, Cal., Paul, friend Don Williams did all work.



Photos by Frank Faraone



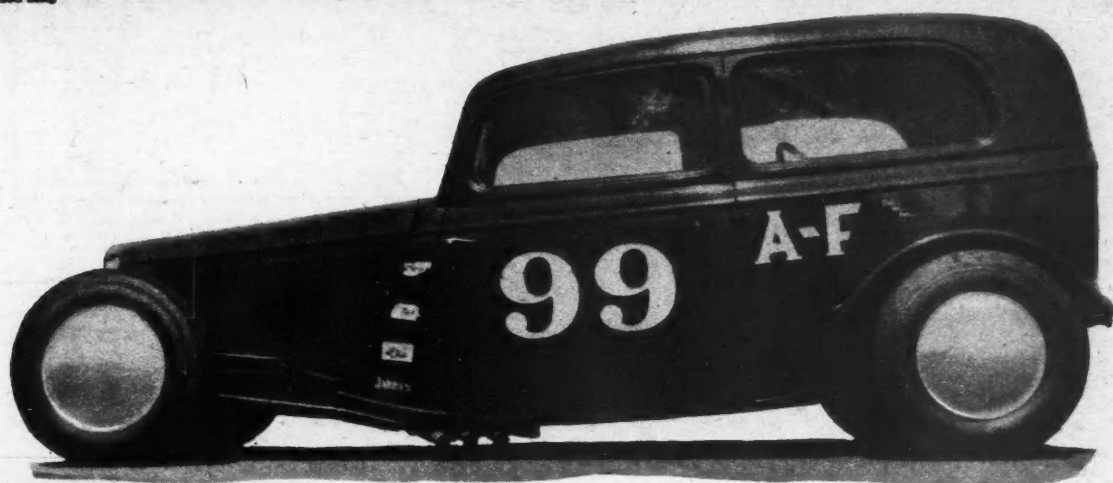


RACING JOLLY ROGERS





Photos by Red Lang



UPPER LEFT: A year in building, sleek, low-slung '34 sedan has picked up its share of trophies at the drags in Wash., Oregon. Stock front end runs '39 spindles, no brakes. '36 Ford truck supplied steering for Cadillac Red Pirates rod.

Engine is a healthy 354" '52 Caddy, bored out $\frac{1}{8}$ inch. Isky E3 cam, rods, operate McGurk rockers, Forged True pistons run Grant rings. Heads milled .060", to 9.5:1 c.r. Ignitor, Spalding Flamethrower. Crower log mounts 6-jugs.

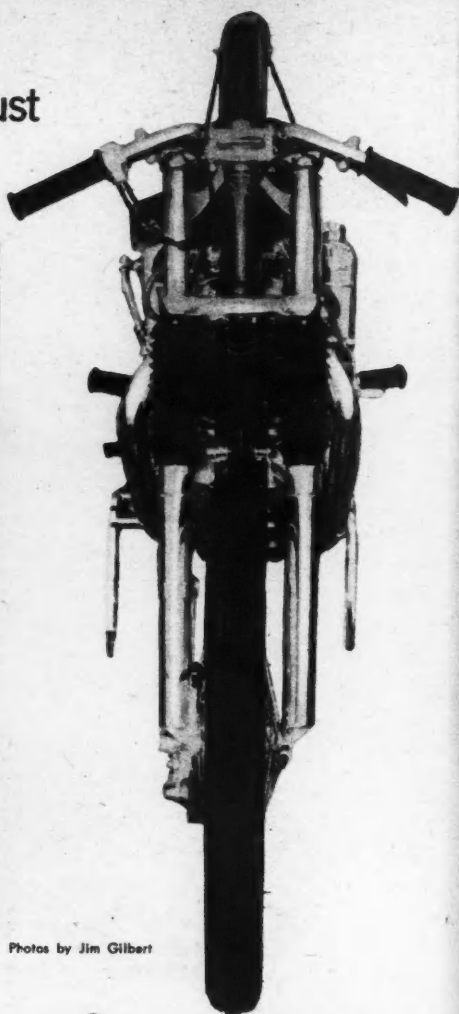
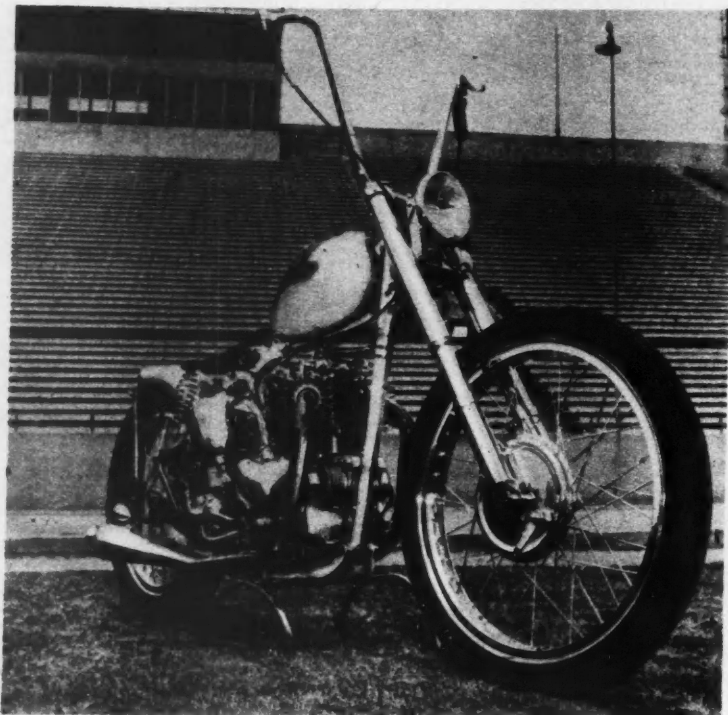
TOP: Pirates Racing team consists of Tacoma, Wash. crew Phil Rogers, Ole Orson, Harold Strong and sponsor Ron Rogers. 5" channel job brings sedan down low. Moon discs stylize Ford wheels. '48 Ford trans runs thru 19 lb. flywheel.

ABOVE: Rake is supplied by 5:50x15 tires up front, 7:60x15 slicks at rear. 36" exhaust headers just clear ground. Cad engine was set back 28 inches, drive line chopped. 4.11:1 gears help get sedan to finish line in less than 12 seconds.

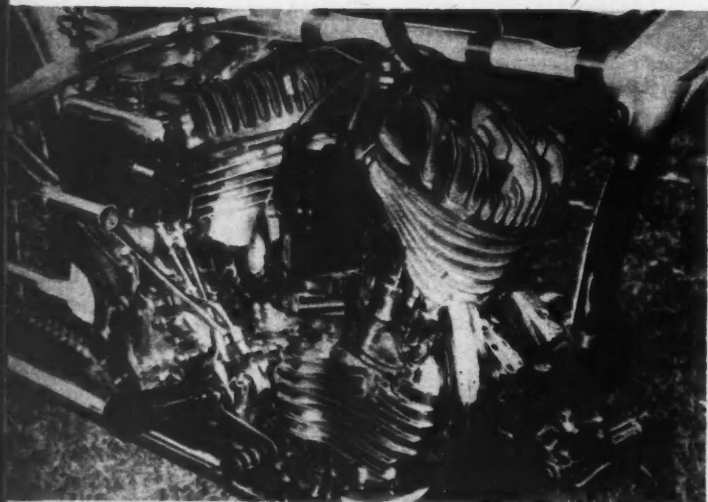
LEFT: A-Fuel sedan is the result of a group of hotrodders realizing street racing was not for them. Immaculate sedan is a winner at the Northwest shows as well as the dragstrip.

Two-Wheel Glamour

They call them 'Show-Bikes' and they're just about as wild as any car on the floor



Photos by Jim Gilbert



Weston's H-D mill is reworked internally to bring it up to full-race condition. All chromed, forerunner of most customized show bikes, note laminated plastic pegs, shifting mech.

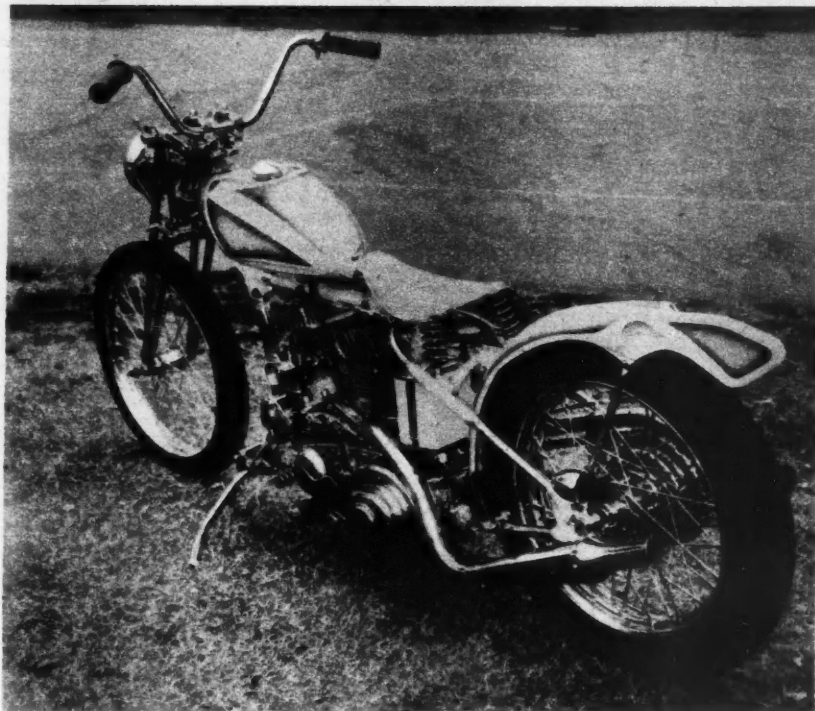


Slayton's Triumph was built by 'Little John's' Body Shop in Los Angeles. Painted Pearl with cherry fade-in scallops, the rear fender is a scooped Triumph Tiger Cub over 19" wheel.

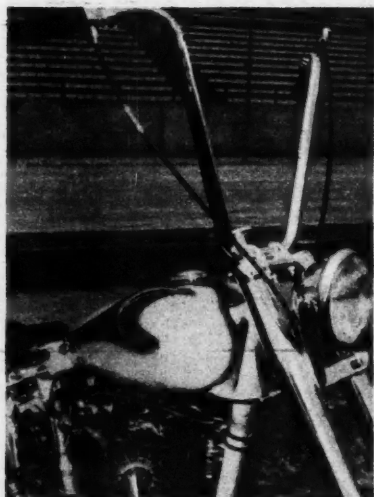
FAR LEFT: Arlin Slayton of Los Angeles, California, is owner of this '50 Triumph Thunderbird. Engine is hopped by Slayton; features .060 boring, cam, valves.

CENTER: Head-on view of Eddie Barnett's '50 Triumph T-Bird with complete chroming, Purple lacquer with violet scallops. Bike was purchased in a box.

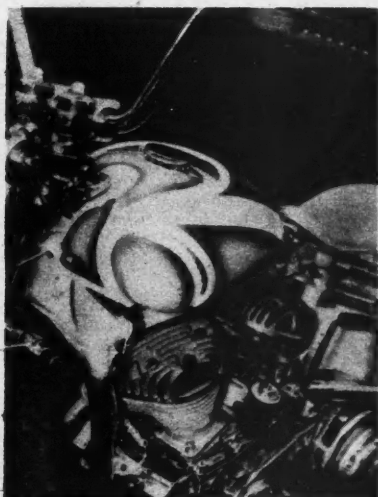
LEFT: Third addition to the glamour bike class is Frank Weston's revamped '46 Harley-Davidson. Built by Weston, Pearl with Mint scallops by Jeffries.



Glistening chrome work on Barnett's bike adds glamour to potent .080 over-bored engine with porting, relieving, dual 1" Amal carburetors. Novel feature is oil tank, chromed 150MM shell.



Scoop is employed also on Slayton's tank, a Mustang motorcycle unit. Bars are popular high Flanders assemblies.



Weston's tank features sculptured scoop work with perforated metal screens set into the opening. Note plastic handgrip.



One of two sets of bars are seen on Barnett's bike; gas tank has one gallon capacity and is one-half of a Mustang.

vegas:

RACE OF CHAMPIONS



Three hundred and twenty quarter midgets fire up in 2nd annual Hacienda event for the 'Daddy of them all'



ABOVE: Rodney Sato is from Kaimuki, Hawaii, Kurtis on outside pole at start of "A" Consolation race, wound up in the winner's circle. Las Vegas Hacienda Hotel sponsored '59 Race of Champions meet. LEFT: 10-yr.-old San Jose driver Bobby Watts leads pack in Wahlborg 1/4 midget, went on to capture 1st in Sr. Stock, fast class time of 7.62 sec.

Photos by Bud Long

"Bashful Bobby" Hazelwood, Lynwood, Cal., beat all comers in Sr. "B" Main. He has a right to smile, at 9 was youngest driver in race, won 200th trophy. With dad Bob, veteran Pacemaker car, they also took Jr. Stock Main, Jr. "B" trophy dash in last years' Nationals. The San Fernando, Calif. QM Association was there in force, had fine meet.





Training for reflexes and timing, basic driver education, that's what quarter midgets instill in their many youthful aspirants. Note this driving skill of the handler who checks drift from fast turn.

LOWER LEFT: 8-year-old Kurt Russell, San Fernando, displays his hard earned trophies. Kurt drove his Pacemaker to a 1st in Jr. Stock, 3rd in Jr. B Main race.

BELOW: Bobby Tripp came from Costa Mesa with dad Jerry to take first in Jr. "B" Main event. 7-year-old runs Mantz 1/4 midget. Track was faster than in '58.



Best Appearing Car and Crew trophy, awarded by Car Craft and presented by actor Preston Foster, was won by W. M. C. Grinding Co. Pacemaker midget and Al Mourey's family.

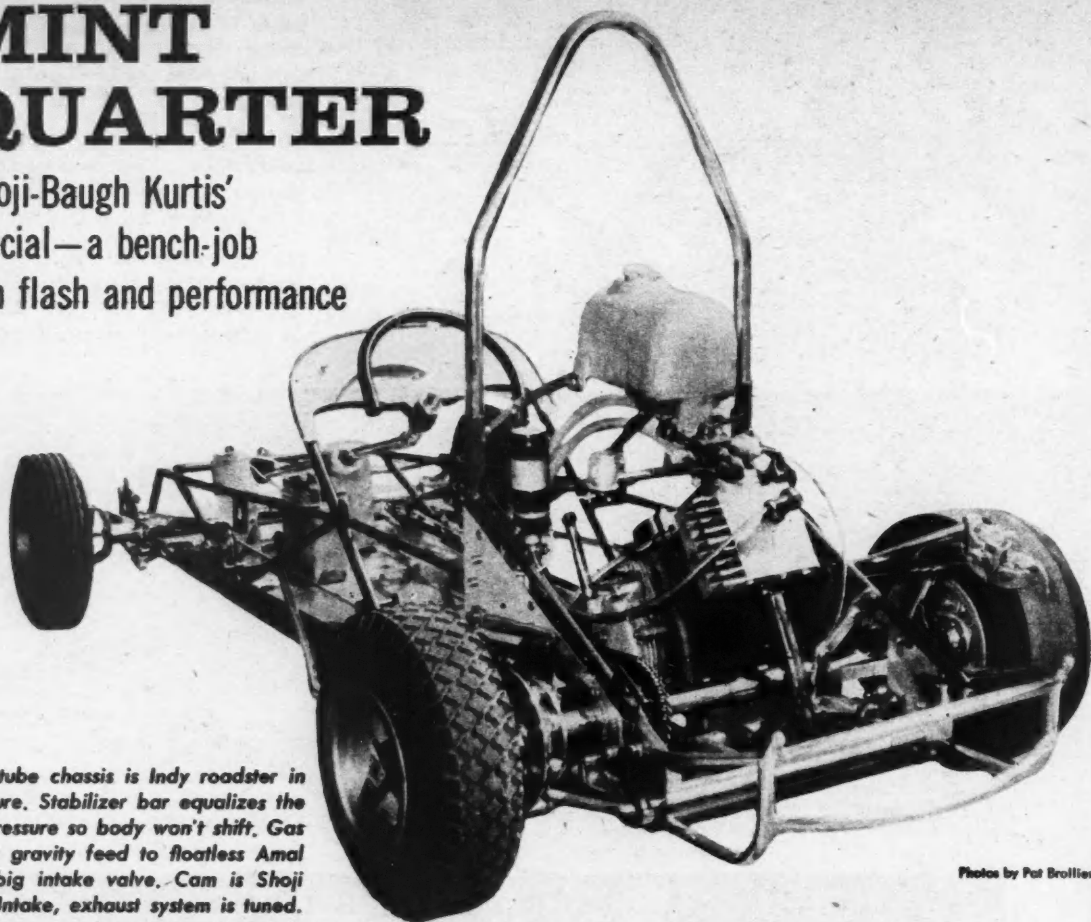
UPPER RIGHT: Danny McKnight, 11, holds top time trophy he earned by 7.19 second lap in "A" Main. Kneeling beside custom 1/4 are dad Bob, owner Bob Carr, 1st place trophy.

Mike Ciccarelli, age 12, at right displays plaque for the all time track record of 7.14 sec., 1st place trophy "AA" Fuel Main event. Pasadena pilot drove his Squallo 1/4 midget to victory over competitors from 12 states, including Hawaii.



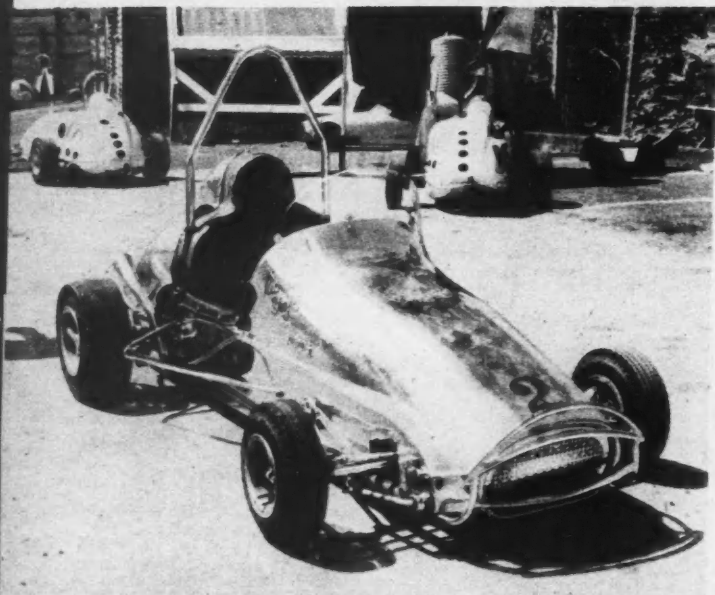
MINT QUARTER

'Shoji-Baugh Kurtis'
Special—a bench-job
with flash and performance



Kurtis tube chassis is Indy roadster in miniature. Stabilizer bar equalizes the side pressure so body won't shift. Gas tank is gravity feed to floatless Amal carb, big intake valve. Cam is Shoji 325°. Intake, exhaust system is tuned. Shroud over engine gets maximum air flow, stops air cavitation from blower.

Photos by Pat Brollier

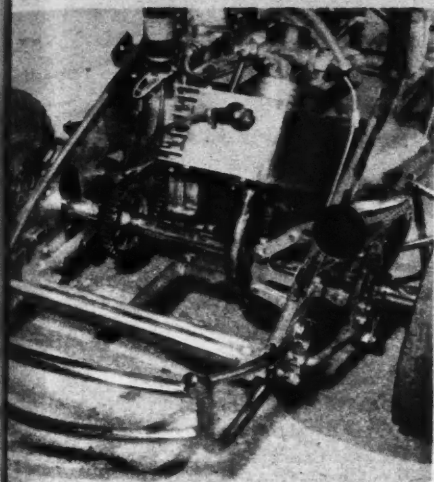


Bob Baugh's Kurtis quarter, California Carl Shoji's technical skill, son Richards driving totals up to a winning combo. Buffed aluminum special runs Springfield, Ill. Foundry flag.

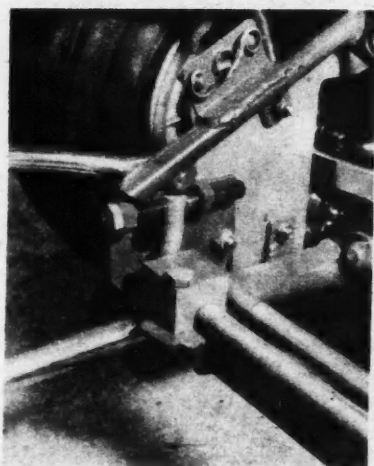


Front torsion bar, Shoji friction shocks have 8 settings for fine adjustment. Camber, caster set by adjusting radius bar. Rear brakes are disc type, direct steering about 1:1 ratio.

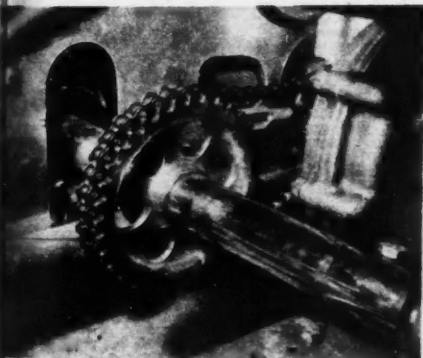
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Rear transfer torsion bars same as Indy cars; cross torsion bars allow the Shoji midget to obtain better forward bite.



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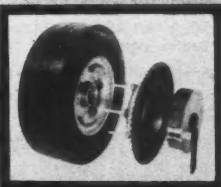


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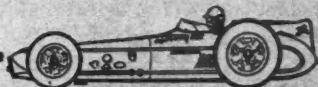


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12"	5"	4"
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14"	6"	5 1/4"
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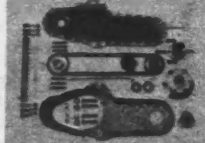


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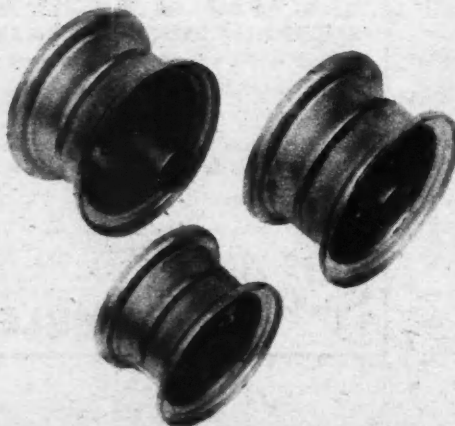


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wheels is the index where the two
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These wheels come with ball bearing

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also available. The steel wheels are
furnished with either Timken tapered
roller bearings, with New Departure
precision ball bearings, or Kilian ball



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used throughout their wheels.

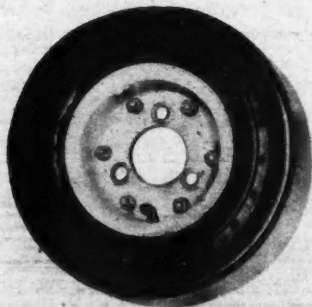
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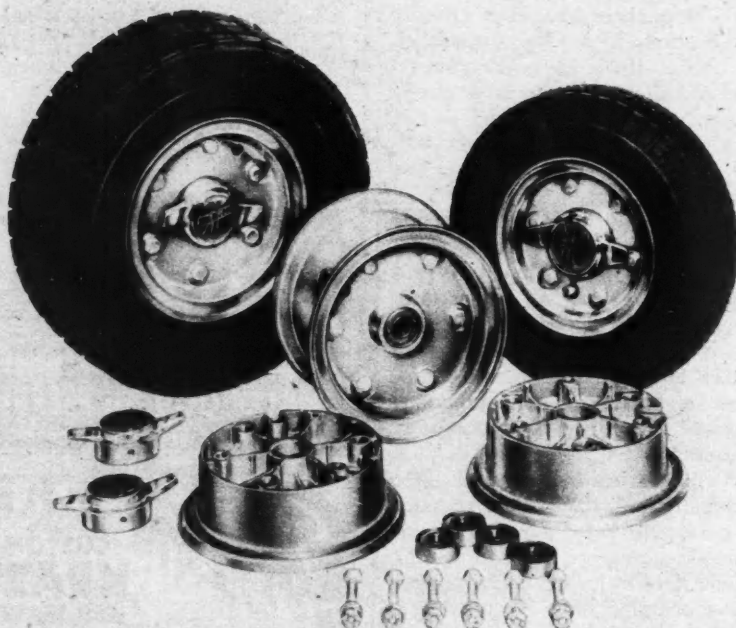
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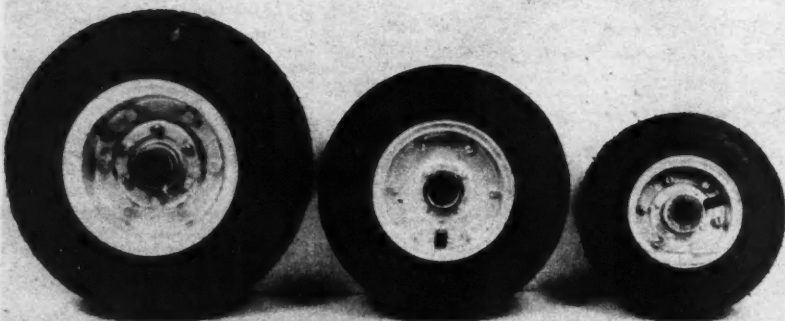
Moss Engineering competition aluminum wheels are reinforced with a maze of "honeycomb webbing," to support the outside edge of the rim as well as the center. Six interlocking lugs hold the two wheel halves with precision accuracy.

with them on the course. Lightweight wheels cannot be discounted though as being unnecessary, they are extremely important when it comes to running a fast, safe machine, or just finishing for that matter. Probably one of the most important developments in this field is the new half aluminum half steel wheels, designed

to take sprockets on the steel side, thus offering a great number of ratios to the users, at low cost and easy changeability.

One look at the vast array of tires, tread designs and wheel and hub designs is enough to inform any miniature car owner that these industries are out to help them win races.

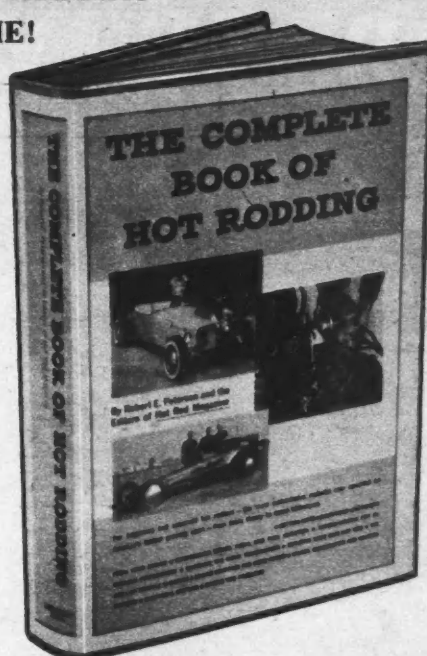
Nalpak Corporation offers a complete line of steel, bolted, cadmium plated wheels in 4, 5, and 6" standard and super width sizes. Come in all hub sizes, 1/2" to 1" bearing bores. Also, offset hubs for sprockets or pulley, Timken roller bearings.



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• **THE PROS AND CONS OF FUEL INJECTION**—The latest developments in the field of fuel injection systems. Power and economy aspects versus carburetor-type fuel systems. The two basic types of passenger car fuel injection systems under present development—constant-flow and timed injection. Includes the comprehensive report of General Motors engineers on their work on the GM-Bosch fuel injector.

• **SUPERCHARGING FOR INCREASED PERFORMANCE**—Supercharging is a method of hopping-up an engine by providing a mechanical means to force greater quantities of fuel and air mixture into the engine's cylinders than the cylinders can induce normally. This chapter attempts to answer the question, "How much more power can you expect from supercharging?" Also discusses superchargers available.

• **ENGINE SWAPPING FOR MORE POWER**—Savings in time and money can be made by installing a bigger engine. But there are problems, including proper mounting and transmission hook-up. Given here are methods of installation which will help you surmount these difficulties. Swaps include stuffing a '54 Cadillac Eldorado engine into a coupe built from '32-'34 Ford components, also Olds V8s in '49-'53 Fords.

• **CHOOSING THE RIGHT TRANSMISSION**—Discusses transmissions for the various types of cars used by hot rodders: a passenger car used only for normal driving, a passenger car used for normal driving and drag racing, a passenger car used strictly for drag racing, a competition car used strictly for drag racing, a competition car used strictly for straightaway competition, etc.

• **BUILDING YOUR OWN HOT ROD**—Choosing the basic car. Chassis, body, suspension modifications. Building for street or competition, or both. Examples of some of the best: Lincoln-powered roadster with 1929 Ford Model A body; '32 Ford with '55 Chevy V8 engine; the Glass Slipper, world record-holding Class C (183 to 305 cubic inches) dragster; Masters Dragliner.

• **THE ABC'S OF TROUBLE SHOOTING**—Every engine malfunction problem is discussed in easy-to-understand detail: ignition system, battery and cables, ignition wiring, ignition distributor shaft, distributor cap and rotor, coil tower, coil lead, ignition distributor primary circuit, breaker points, ignition condenser primary circuit wiring, distributor "pigtail" lead, distributor primary terminal, etc.

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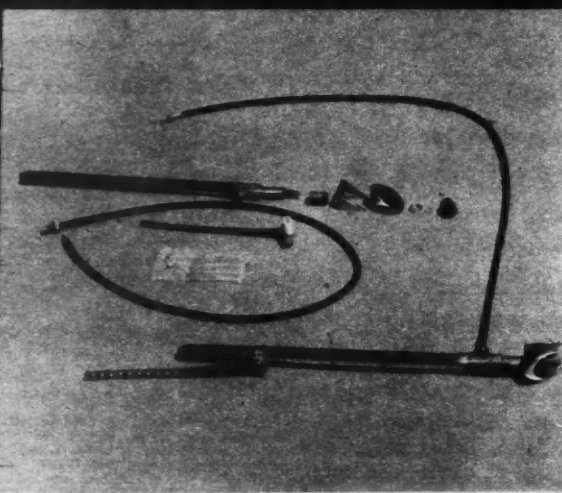
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FADE-AWAY AERIALS

Photos by Gene Winfield

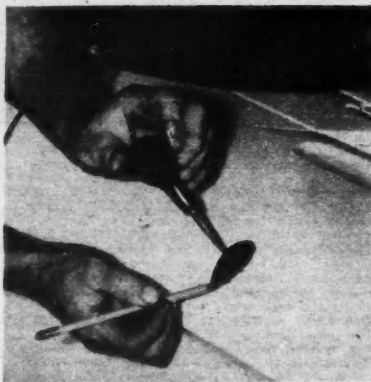


CUSTOMIZERS HAVE ALWAYS run 'hot' and 'cold' on radio antennas. One season they will place heavy emphasis on them with all forms of novel installations, while soon afterward, they will swing to a reverse fad of completely concealing them. One thing is for sure and that is if they are going to hang anything on the exterior of their cars—it has to be sharp. That's one of the big reasons why so many customizers are turning to the popular 'sunken' Cadillac antenna styling.

Gene Winfield, noted Northern California restyler, has grouped the necessary Caddy antenna parts into a convenient accessory package for customizers. They can follow the steps outlined below and install the unit as a single, or they can take a tip from the photo at the left and mount the aerial as a dual assembly. Either way you choose, the Caddy recessed antenna kit is sure to enhance your custom.



1. Choose mounting position on fender; and perpendicular angle with template.

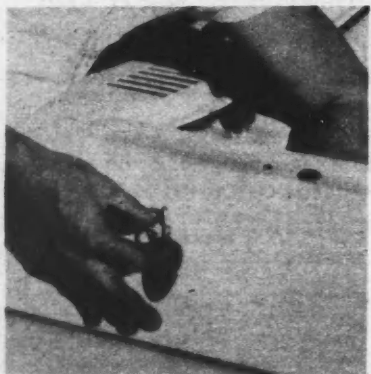


2. Check area under fender for clearance. Inscribe around base template.



3. Center punch a hole for aerial; drill and finish opening with a rat-tail file.

4. Install chrome base, securely attach with enclosed parts; follow instructions.



5. Insert the rubber cap over the shank of antenna. This is the final attachment.



6. Tighten the rubber cap by slipping a rubber hose section over it as shown.



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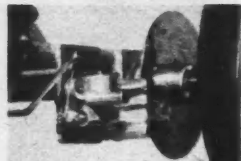
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**CUSTOM
QUERIES**

**George
Barris**

BARRIS KUSTOM SHOP

REGULAR WITH A PROBLEM

Dear George:

I have kept up with your column in Car Craft for quite a while, hoping that I could find some solutions to the customizing problems I have with my '42 Ford pickup.

I would like to know what your opinion is on my proposed restyle plan. I want to add a new grille. What should I use? I would also like to have the bumper changed. Are there any I can use?

—Lt. John Pinchard
Amarillo, Texas

Glad you like the column. I hope you can find what you want for your pickup by choosing either the California Custom Accessory chrome tube grille, the Detroit Grille double bar assembly, or any of the regular straight bars on the market. If these don't help, you might investigate converting a '60 Mercury grille to fit your grille cavity. This will involve a little work, however. The bumper might depend on the grille you choose. However, I don't think you can go wrong if you choose a chromed stock bumper or build a set of nice nerf bars. You can get nerf bar kits, now, or you can start from scratch. Take your pick.

'54 FOR '51

Dear George:

At the present, I am the owner of a '51 Chevy. I am also bothered by a problem. I want very much to switch a '54 Chev grille assembly with the stock unit. Will this alteration work? How do I go about it?

—Bryan Underwood,
Warwick, Rhode Island

It shouldn't be a problem, Bryan. All you have to do is remove your center horizontal bar. Your grille cavity is now open and you will want to fill it with the '54 Chevy assembly. Position the grille against the shell and determine the amount you will have to cut from the '54 center bar. Shorten the bar in the center of the grille, not at the ends. When you have trimmed it to fit, attach a vertical tooth or bar to the center of the line you used to section the center bar. In other words, bolt the main bar together and secure it by attaching the center vertical bar. Then, use the stock '54 Chevy flanges on the extreme edges of the assembly to bolt it to the remaining portion of your '51 Chevy grille assembly. That's all there is to it.

WITHIN THE LAW

Dear George:

Here in Pennsylvania, our state laws prohibit complete removal of door handles or any electrically operated push-button handle mechanisms.

I want to remove the handles on my '53 Ford and replace them with manual push buttons such as were found on the '47 and '48 Lincoln Continentals. The only problem is that I have been unable to find any of these systems. I can't get them from wrecking yards or from the Lincoln parts department.

Could you supply me with the name of a supply house that would handle these items? If not, do you have any suggestions as to what I could do?

—Bob Seurria
Philadelphia, Pa.

I'm afraid you've picked the wrong model to try to find. Because of the large interest in the early Lincoln Continentals, it's a real rarity if you ever find any of these parts in a wrecking yard. The collectors and restorers snap any Conny parts up as soon as they come in. So, I think you had better try and find some other mechanism to use.

Actually, this seems like a lot of unnecessary work to try to adapt a different opening mechanism. Since your '53 Ford has the small push-button handle set-up, why don't you just remove the handle itself and french in the small push-button. This way you won't find it necessary to tear down the door and replace the parts you already have. It will save you money, too. Not only that, but this modification will keep you within the range of the law, won't it?

PERT PLYMOUTH

Dear George:

I am the owner of a '53 Plymouth four-door. Sometime within the near future, I plan to customize it. Before I start work on it, I would like to know if you have any suggestions for the grille and taillights? I want to replace them, but don't want to get involved with any unnecessary work.

—Ron Gottselig
Springfield, Ill.

There aren't many things you can do to restyle your car without getting involved in metalwork. For taillights, I suggest you try the '55 Lincoln assemblies. They will be the easiest to install and will probably give your Plymouth the best enhancement. You will have to rework the fenders slightly to install the lenses and it might take a little fitting.

I take it that you don't desire your car to look like the other '53 Plymouths in your area, right? Why not install a '58 International pickup center section and bar for a grille, then? The bar can be easily cut and trimmed to fit and it will really make your car a standout.

CAR CRAFT

GO KART CLUB OF AMERICA 1960 CHAMPIONSHIP CALENDAR

WESTERN REGIONAL CHAMPIONSHIPS

MARCH 4, 5 & 6

Sponsoring Club: GKCA National and Escalon Region, GKCA. Location: Escalon (near Modesto) California. Track: Asphalt road circuit; .3 mile. An extremely fast circuit considered by many to be one of the finest kart courses in the country. Entries: Open to GKCA members from California, Nevada, Utah, Colorado, Arizona and New Mexico. Contact: Mr. Thomas Bailey, Valley Kart Club, Inc., Escalon, California.

SOUTHERN REGIONAL CHAMPIONSHIPS

APRIL 1, 2 & 3

Sponsoring Club: GKCA National and New Orleans Region, GKCA. Location: New Orleans, Louisiana. Track: Asphalt road circuit. This course still in construction stage, but looks exciting on paper. Entries: Open to GKCA Members in Texas, Louisiana, Mississippi, Alabama, Georgia, Florida, North & South Carolina, Tennessee, Arkansas, and Oklahoma. Contact: Mr. Paul Treen, Simplex Corporation, Challenger Kart, New Orleans, Louisiana.

NORTHWESTERN REGIONAL CHAMPIONSHIP

MAY 6, 7 & 8

Sponsoring Club: GKCA National and Walla Walla Region, GKCA. Location: Walla Walla, Washington. Track: .3 mile asphalt road circuit, a tricky but extremely interesting circuit. Scheduled for brand new surface just prior to regional championship. Entries: Open to GKCA members from Washington, Oregon, Idaho, Montana, Wyoming and Go Kart Club of British Columbia. Contact: Ben Hunt, Jr., Capet Kart, Walla Walla, Washington.

EASTERN REGIONAL CHAMPIONSHIPS

JUNE 3, 4 & 5

Sponsoring Club: GKCA National and Mansfield Region, GKCA. Location: Mansfield, Ohio. Track: Dart Kart Speedway. An excellent .3 mile asphalt road circuit constructed at a cost of over \$40,000. One of the countries finest and most beautiful kart courses. Entries: Open to GKCA members from Minnesota, Iowa, Missouri, Kansas, Nebraska, Wisconsin, Illinois, Michigan, Indiana, Kentucky, Virginia, Ohio, West Virginia, Pennsylvania, Maryland, Delaware, New Jersey, New York and New England states. Contact: H. E. Rupp, Dart Kart Mfg. Co., Mansfield, Ohio.

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LETTERS

COMMENTS CONCERNING COBURN

Dear Sir:

I enjoyed a certain letter from a Mister Coburn Freer that you published in your "Letters" column in the September issue of Car Craft.

Not only do I agree with Mr. Freer, but I intend to build one of his fabulous dream cars. To hit the nail right on the head, I really love that '38 Plymouth rod.

I personally think some of the customs I have seen are good but for one alteration: I would jack up the radiator cap and run a new car underneath.

Mr. Freer has some very new and good ideas on building a good rod or custom. I have been reading CC for a long time. Keep up the good work.

—Arthur Zibowsky
Bayside, N.Y.

The offer still goes. You build it and we'll run it in the magazine.—Ed.

Dear Sir:

I greatly admire Coburn Freer's opinion on this day of certainly disgusting conformity. When I read his beautiful piece of penmanship I felt compelled to add to his fabulously nonconformative creations with my humble efforts.

I would like to suggest the idea of having a part of your fine mag devoted to those of us who can't afford much more than the fiendish creations of our pens or grafites.

I am sending a few of my efforts to you and would appreciate very much seeing them in your great magazine. I get much appreciation from the RESTYLE portion of your mag. Thanx.

—Larry Crane
Clute, Texas

You're welcome.—Ed.

SEARCH FOR THE TRUTH

Dear Sir:

I recently received a letter from you, stating the belief that I am the owner of a certain go-cart. That is wrong; I only worked on it. I rebuilt the engines and did several modifications.

The cart, however, was amazing in its performance. It did 90.3 in

the ¼ mile and 99.6 in the ½ mile and, as an interesting footnote, it spun out and went 400 ft. spinning 43 times. The owner is David Lacross, who lives in Houston and is soon moving to Venezuela. I personally have tried every possible way to find him and have failed completely. I am, however, preparing a cart to assault the record.

It will be a standard David Bradley racer-cart and will run two small Power-Products engines (Class B). Incidentally, David's record breaker was a Class B cart, perfectly legal to run in any G.K.C.A. event. It ran a Colvette engine. This engine was picked up by David's father along with two others during World War II in Germany. The others are 8.13 cubic in. and a West Bend 510 engine. The West Bend exploded on de-acceleration after the run causing the spin-out. If I contact David I will tell him to send pictures of his cart. If I break his record I'll send you a notarized letter with pictures.

—J. E. Peveto
Kermit, Texas

To the best of our knowledge, this letter is "legit". We have heard several rumblings about the amazing performance which was achieved by this cart. Yet, they are only rumors. We have tried our best to contact Mr. Lacross, but to no avail. If anyone knows his whereabouts, please contact us immediately!

We do have this to say: Last month's feature on two-stroke engines was thoroughly researched before it was written. We made particular emphasis on a search for any Colvette engine. No luck. And the queries pertaining to this feature were worldwide, not restricted to the U.S. It is possible, however, that a really hot two-stroke could produce these results.

We would like pictures and more information on this cart. Anyone in a position to fulfill this wish, please reply.—Ed.

HALF MIDGET ENGINES

Dear Sir:

I read your article in the July '59 issue of Car Craft. This article related to the building of the Kurtis-Yamaha half midget racer. I was very interested after reading it being a motorcycle fan myself. I was wondering if either a Zundap Super Saber or Challenger engine could be adapted to fit a half midget of similar design. This is including either the three or four speed transmission depending on which model. If so, would it meet half midget racing

CAR CRAFT

—Jerry W. Daws,
Tyler, Texas

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 Davie, Fla. — 2nd & 4th Sun. Broward Auto Club.
 Miami, Fla. — 1st & 3rd Sun. So. Florida Timing Assn.
 Seaside, Fla. — 2nd & 4th Sun. Asphalt Angels Hot
 Rod Club.
 Venice, Fla. — 1st Sun. Vagabonds, Inc.
 Henderson, Nev. — 2nd & 4th Sun. Industrial City
 Timing Assn.

Oakland, Cal. — Feb. 19-22; 12th annual Natl. Roadster Show, Exposition Bldg.
Colorado Springs, Colo. Feb. 6-7; Strange Bulch Garage, Film, Peak Timing Assn.
Hartford, Conn. — Feb. 17-22; Autarama, State Armory Bldg.
Wichita, Kansas — April 9-10; 2nd annual Auto Canada, City Forum.
Silver Spring, Md. — March 12-13; Ross Radi Acetram, Wilson Pontiac and Mann Motors.
Syracuse, New York — April 30-May 1; 2nd Autarama W. Jefferson Street Armory.
Mansfield, Ohio — April 23-24; Coiffium, sponsored by Flying Angels Auto Club.
Zanesville, Ohio — Feb. 26-27-28; Autarama, Camussey Center Bldg., sponsored by Motor Riders.
The Beatles — Off. — Feb. 12-14; Salford's Bldg., sponsored by Shivers — Car Club.
Lancaster, Pa. — March 12-13; Autarama, Gurnsey Sales Pavilion, US rt. 30; sponsored by Cam Juniors.

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'54-'57 Ford, Merc., Chevy. (say which). Also state type and year carbs you will use.

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KIT F-1 Manifold
3 Air Cleaners
Progressive Linkage
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List \$109.00
Special to you
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KIT C-1 Manifold
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12 Separate Designs
Per Set
Colors: Red, Gold,
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Each set of 12 Designs
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Now 12 Volt Starting Power for your present 6 Volt system by addition of another 6 Volt battery and this ingenious automatic switch. Requires no change in present electrical system such as generator, regulator, starter etc. Complete instructions furnished with each Switch.



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4-BAR SPINNER WHEEL
COVERS WITH CHECKED
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14" - 15" - 16"



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SPACE FOR WEIGHTS
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Set of Four . . . \$29.95
Set of Two . . . 15.00
State Size of Wheels

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Ball Bearing selective Progressive Linkage—replaces factory Vacuum set up on Chevrolet—Oldsmobile—Pontiac—triple carburetor manifolds. All moving parts are ball bearing. POSITIVE ACTION—NO DELAY IN CUT IN OF SECOND AND THIRD CARBS.
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Adjustable from 2" to 4" drop.

Easily installed in minutes.

HCK9

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For All Cars—with 2 Leaf Springs on Rear.

Complete with U-Bolts.

Kit:

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Both Street Type with self locking rings and our famous Drag Wheel Disc with holes already drilled and complete with screws and lock washers.

14" 15" or 16"

Must Know Wheel Size

No. 49 Screw on Type Wheel

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No. 49A Snap on Type Like Reg. Wheel Covers

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Our Mufflers carry a guarantee for the life of your car—we mean we replace it if it Burns out or Blows out—just return to us with your original invoice and we will immediately ship you another.

Honest Glas-packs have that deep Bass tone that gives car a Power sound

All Fords, Merc, Chevys', Cad., Dodge, Lin., Olds., Pontiac, and Studebakers

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each \$5.95

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FUZZY MIRROR - MUFFS

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Transparent Coloring for Chrome—the (Mirror like) reflection of chrome shows through—

4 Dazzling Colors in 16 oz. Spray Can

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NEW FIESTA TYPE CHROME WHEEL COVERS WITH CHECK BACKGROUND

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Replaces original factory type.

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Heavy Construction.

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FOR ALL TYPES KARTS

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Heavy gauge

Complete With Mounting Screws

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NEW

1960

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HONEST CHARLEY BAR AND GRILLE PRODUCTS Stainless Steel TUBE GRILLS

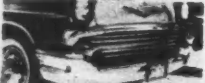
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59 CHEVY



58 T BIRD



57 CHEVY



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55 CHEVY



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NEW POWER
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HONEST ADAPTOR
TO PUT
1955-1959
V8 CHEVROLET
ENGINE



TO

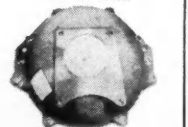


1951-1958
6 Cyl. and 8 Cyl.
STUDEBAKER
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To put 49-54 CAD.
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NEW ALUMINUM
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55-59 V8 Pontiac
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engine to Packard
Floor Shift
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V8 Chevy To
6 Cylinder Chevy
Transmission
Adapt any V-8 Chevy
Engine 1955-58 to any 6
Cylinder Chevy Passen-
ger Car Transmission
from 1940 to 1954

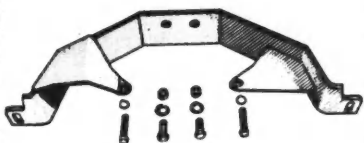


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EACH \$37.95

HONEST ADAPTOR
To Use
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\$25.95

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New Improved Mounts Allow Front and Rear Adjustment To Allow For Different Adaptor Spacing - Universal Design Lets You Swap Cars Without Buying New Mounts. Through Bolt Mounting Eliminates Bonded Pad Break Worries. Makes Engine Swap A Cinch - Installs Late Model V-8 Engines Into Ford Merc-Stude and 6 Cyl. Chevrolet Frames.

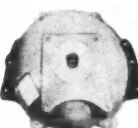
ENGINE	FRAME	PART NO.	PRICE
Buick To 28-34 Ford		B202A28	16.95
Buick To 35-40 Ford & Merc		B202SP150	16.95
Buick To 41-48 Ford & Merc		B202A49	16.95
Buick To 49-53 Ford & Merc		B202A49	16.95
Cad To 28-34 Ford		CA202A28	16.95
Cad To 35-40 Ford & Merc		CA202SP150	15.35
Cad To 41-48 Ford & Merc		CA202	13.00
Cad To 49-53 Ford & Merc		CA202A49	16.95
Chry. To 28-34 Ford		CH202A28	76.95
Chry. To 35-40 Ford & Merc		CH202SP150	15.35
Chry. To 41-48 Ford & Merc		CH202	13.00
Chry. To 49-53 Ford & Merc		CH202A49	16.95
Chry. To 28-34 Ford		CH202A28	16.95
Chry. To 35-40 Ford & Merc		CV202SP150	15.35
Chry. To 41-48 Ford & Merc		CV202	13.00
Chry. To 49-53 Ford & Merc		CV202A49	16.95
OHV Ford-Merc-T Bird Engines Except 332 & Up Listed Below As F-M			
F-M To 28-34 Ford		FM202A28	16.95
F-M To 35-40 Ford & Merc		FM202SP150	15.35
F-M To 41-48 Ford & Merc		FM202	13.00
F-M To 49-53 Ford & Merc		FM202A49	16.95
Olds To 28-34 Ford		OL202A28	16.95
Olds To 35-40 Ford & Merc		OL202SP150	15.35
Olds To 41-48 Ford & Merc		OL202	13.00
Olds To 49-53 Ford & Merc		OL202A49	16.95
Pontiac To 28-34 Ford		PO202A28	16.95
Pontiac To 35-40 Ford & Merc		PO202SP150	15.35
Pontiac To 41-48 Ford & Merc		PO202	13.00
Pontiac To 49-53 Ford & Merc		PO202A49	16.95
Chev To 53-57 Studebaker		CVS5357	13.00
Chev To 49-54 Chev Six		CVC4954	13.00

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No. AD-75 Pre-Load Adjusters - Set .84

Dropped Drag Link, Designed To Clear Pan and Starter On All OHV V-8 Engines.
DLF49 - 49-51 Ford Drag Link EACH --- 22.50
DLF52 - 52-53 Ford Drag Link EACH --- 24.50



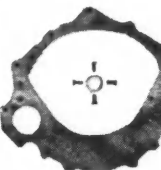
HONEST ADAPTOR
TO PUT
1955-1959
V-8 PONTIAC
ENGINE



-TO-

1949-1957
FORD TRANSMISSION
HONEST NO. HA 104
Each \$29.95

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CHEVY V-8
ENGINE IN
49-57 FORD



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49-50 MERC.
Transmission

#R309 53-56 BUICK
\$24.95

#R315 57 up BUICK
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R303 55 up CAD.
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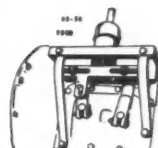
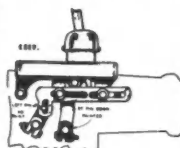
R403 51-53 CHRYSLER
\$26.95

R401 54-58 CHRYSLER
53 up DODGE
52 up DESOTO
55 up PLYMOUTH
(Not "B" Engine)
\$44.95

R603 58 up
FORD PRODUCTS
332 C.I. Thru 430 C.I.
\$39.95

Floor Shift Conversions

Standard "H" Pattern Shifting
QUICK & SURE - ON THE FLOOR WHERE IT
BELONGS ON A COMPACT TRANSMISSION



Complete Conversion Kit To Convert Column Shift
On Cars listed Below to Floor Shift Operation.

HFO-0 1940-48 FORD MERC
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HFO-2 1955-up FORD Std & OD with side plates
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HME-1 49 Early 51 MERC Std & OD
HME-2 51-54 MERC Std & OD with top plates
HME-4 57-up MERC Std & OD with top plates
HPO-1 58-59 PONTIAC Except Interceptor Engine
ALL ABOVE KITS EACH \$24.95
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22 inch Gear Shift Extension for above floor shift kits. May be cut off if too long.

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Each \$3.50

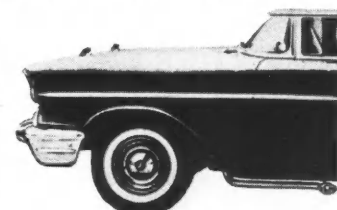
CURVED STICK

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AT A THINKING MAN'S PRICE

We Slashed The Price On These Equal In Quality
To Sets Costing As Much As \$30.00.



Triple Chrome Plated 18 Gauge Steel Tubing
Direct Exhaust Escape with plates removed boosts
power for competition running.
Packed in pairs, kits are complete with blocking
plates, gaskets, chrome hangers, and all fasteners.
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HP28 Complete 28" Kit for both sides . . . \$ 9.95
HP56 Complete 56" Kit for both sides . . . \$21.95

SEND 25% DEPOSIT ON C.O.D.'s. NO C.O.D. FOR
LESS THAN \$5.00. ALL ITEMS MARKED PREPAID
MUST BE PAID IN ADVANCE.

Enclosed is \$..... for payment in full (or deposit
of 25% if C.O.D.)
All items marked prepaid must be paid in advance.

NAME
MY CAR IS A.....YEAR.....MODEL.....BODY.....
ADDRESS
CITY Zone..... STATE 2-60
Quantity Stock No. Description Price

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Chattanooga, Tenn.

AMT IS ON THE GO!



An AMT **3 in 1** Customizing kit makes it possible for you to build any one of three different cars—for the road—for the show—for the track. More than just an ordinary shelf piece, this superbly detailed kit has a one piece body, moulded clear windows, metal axles, white sidewall tires and chrome bumpers and accessories.

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THE 1960 CARS ARE ALSO AVAILABLE AS BUILT UP FRICTION POWERED MODELS AT \$1.98

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